



ASAHI BEER
A Refreshing and
Invigorating Beverage.
The very brand for all
occasions.

MITSUI BUSSAN KAISHA, LTD.

The China Mail

ESTABLISHED
1845

TO-DAY'S DOLLAR — The
closing rate of the dollar on
demand, to-day was 1/6 3/16.

No. 27,407 HONG KONG, SATURDAY, FEBRUARY 8, 1930. PRICE \$3.00 Per Month.

There are Spectacles and
Spectaclesbut What
A Difference in Quality.....
...and there are opticians and
opticians, but in Hong Kong, only one
European optician who measures up
to the highest qualifications. Optical
men in every corner of the world re-
cognise his certificates and the modern
equipment used.

LAZARUS
The Optician.
Phone Mr. Cooper C. 2208 for appoint-
ment.
Ralph A. Cooper, F.I.O. (Engl.),
Registered Optometrist (Canada).

STAR FERRY CO. REPORT

EARNINGS FOR YEAR TOTAL
\$447,600

DIVIDEND AND BONUS

The report of the Directors of the Star Ferry Company, Limited, for presentation to shareholders at the 32nd ordinary yearly meeting to be held at the office of Messrs. Jardine, Matheson & Co., Ltd., on Friday, February 14, at 11 a.m., states:—
The Directors have the pleasure to submit to shareholders their report, with a statement of accounts, for the twelve months ended December 31, 1929.
The net earnings of the boats, after paying all working expenses, amount to \$447,649.75.
The amount at credit of Profit and Loss Account, after transferring \$50,000 to Reserve Fund, \$40,000 to Contingency Account, paying for repairs, allowing for Directors' and auditors' fees, and depreciation, including \$40,038.34 brought forward, is \$354,487.03 which, with the approval of shareholders, it is proposed to appropriate as follows:—
To pay a Dividend of \$2 per share \$160,000.00
To pay a Bonus of \$2 per share 160,000.00
To carry forward 34,487.03
\$354,487.03

Directors

During the year, Mr. A. S. Gubbay joined the Board but subsequently resigned, and Mr. H. H. Priestley was invited to take his place.
Mr. T. G. Weall and Mr. C. Gordon Mackie also resigned during the year, and Mr. J. P. Warren and Mr. M. T. Johnson filled the vacancies. Since the end of the year, Mr. Johnson resigned and Mr. Mackie rejoined on his return to the Colony.
Mr. A. H. Compton retires according to the Articles of Association, but being eligible, offers himself for re-election.
Auditor
The accounts have been audited by Mr. C. Bernard Brown, A.C.A., who offers himself for re-election.

NO NEGLIGENCE

After examining the lever on the railway engine at the Hung-hom shed, Mr. T. S. Whyte-Smith and the Coroner's jury yesterday resumed the inquiry into the death of a Chinese officer who was killed by being crushed between the engine and a carriage.
On completion of evidence, the jury, without retiring, returned a verdict of death by misadventure, and intimated that they found there was no negligence in the case.

ABERDEEN WATER SUPPLY

The Government is inviting tenders for the Aberdeen Valley Scheme, Pipe Line Transport Trench Cutting and Tunnel Conduit.
The works consist of cutting trenches for 18 inch diameter and 21 inch diameter steel pipes, stringing the necessary pipes alongside, and the construction of a short concrete-lined open cut and tunnel conduit through Sandy Bay Gap.

IN BANKRUPTCY

The following is extracted from the Government Gazette:—
Re S. L. Kwok and Company and Kwok Sze-Loi, Kwan Yuen and Tsui Keng-poh, partners therein of No. 6, Des Voeux Road Central (6th floor).
The above-named S. L. Kwok and Company and Kwok Sze-Loi, Kwan Yuen and Tsui Keng-poh, partners therein were adjudged bankrupt on January 27, 1930.

MERCHANT SHIPPING

The following notice, taken from the London Gazette of December 20, is published for general information in the Government Gazette:—
In pursuance of the powers given under section 92 and section 93 of "The Merchant Shipping (Convention) Act, 1914," His Majesty's Council ordered that the provisions of the Merchant Shipping (Convention) Act, 1914, should be put into operation from January 1, 1930.

CANTON STEAMER ON FIRE

ABLAZE WHILST IN DOCK FOR
OVERHAUL

SMALL DAMAGE DONE

A fire which at first threatened to do serious damage broke out on board the Canton boat Fatsan early this morning. The vessel was in the Taikoo Dock for her annual overhaul, and the origin of the outbreak is not known.
A call was sent to the Central Fire Station at 3.49 a.m. and in response three appliances and a fire-boat were despatched to the scene.
On arrival it was found that the fore-peak of the Fatsan was ablaze.
The fire-boat at once played two hoses on the flame, and, assisted by the appliances on shore, the fire was eventually subdued at 4.23 a.m.
Only small damage was done.

NOTE ISSUES

Official Monthly Returns
TOTAL OF \$89 MILLIONS

The returns of the average amount of banknotes in circulation and of specie in reserve in Hong Kong, during the month ended January 31, 1930, as certified by the Managers of the respective Banks is as follows:—

Banks	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	\$19,797,342	7,800,000*
Hong Kong and Shanghai Banking Corporation	67,870,087	45,500,000†
Mercantile Bank of India, Ltd.	2,170,252	800,000‡
Total	\$89,837,681	\$54,100,000
* In addition Sterling Securities are deposited with the Crown Agents valued at \$1,275,500.		
† In addition Securities deposited with the Crown Agents and Straits Government valued at \$2,918,700.		
‡ In addition Securities deposited with the Crown Agents valued at \$180,000.		

The following statement of the securities lodged with the Crown Agents by the Mercantile Bank of India, Limited, against their notes in circulation, is published for general information under Section 5 of the Mercantile Bank Note Issue Ordinance, 1911. (Ordinance No. 65 of 1911).—

Security	Amount	Latest market price
5 1/4% Treasury Bonds repayable @ 100 in 1930	\$150,000	99 3/4—100

BANQUET FRACAS

Brazilian Vice-President Wounded

Rio de Janeiro, Yesterday.
A violent political quarrel occurred at a banquet at Montes Claros, in the State of Minas Gerais, which was attended by the Vice-President, Mr. F. Mello Vianna.
It culminated in five persons being killed, including the Vice-President's Secretary.
Fifteen were wounded, including Dr. Mello Vianna.—Reuter's American Service.

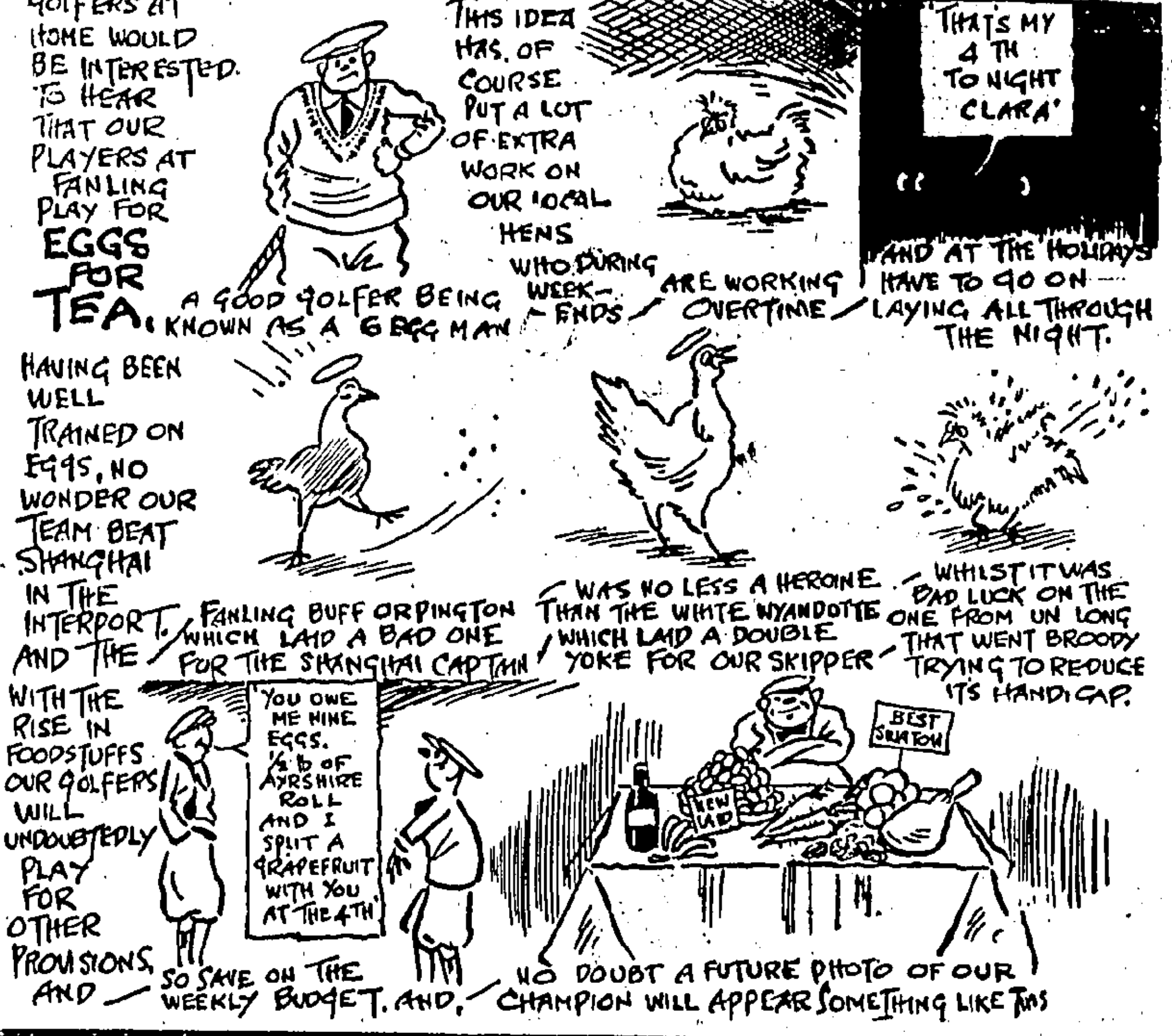
UNIVERSITY LECTURE

On Friday, February 14, Mr. E. Cock, M.B.E., A.M.I.C.E., M.I.N.A., will give a lecture under the auspices of the University Engineering Society at 8.30 p.m. in the main building of the University entitled "The Evolution of Ships and their method of Propulsion."
The lecture will be illustrated.

GOODYEAR TYRE CO.

New York, Yesterday.
It is learned on the highest authority that the Goodyear Tyre Rubber Company has passed into the hands of the Monrovia Company of Cleveland, who recently concluded a gigantic steel merger.—Reuter's American Service.
A Suffolk farm labourer was charged with the murder of a woman, who was found shot in a wood, Lord Playfair's Magazine, 1930.

Our "Hard Boiled" Golfers



DRUG TRAFFIC

Plans for Control of Distribution
CENTRAL OFFICE

Geneva, Yesterday.
A concrete world-wide plan to check the drug traffic has been drawn up by a special Committee of the Opium Commission presided over by Sir Malcolm Delevingne and unanimously adopted by the Commission.
It recommends fixation of the total annual quantity of drugs manufacturable, and the division thereof among producing countries. It lays down that drugs shall be so distributed as to ensure that they shall be used exclusively for medical and scientific needs. It provides for the creation of a central Office for the control of distribution.—Reuter.

LEAP INTO HARBOUR

A Chinese named Leung Chung-fu (23), living at 46, Temple Street, Yau-mat, was alleged to have attempted suicide at 10.30 p.m., yesterday by jumping into the harbour at the Yau-mat typhoon shelter. He was rescued by a boat named Leung Yau, and the Police removed him to the Kwong Wah Hospital suffering from the effects of immersion.

IS IT YOURS?

A paragraph in this morning's Police reports states:—
A sum of money, in notes, found in the City of Victoria during the last few days, has been handed over to the Police. Any person who has a rightful claim to any money that has been lost should make application in writing, giving full details of their loss, to the Director, C.I.D., Police Headquarters.

\$500 BAIL ESTREATED

Ng Shim (28) a married woman, who was charged with the unlawful possession of 13.5 taels of raw opium and two taels of non-Government prepared opium at 358, Shanghai Street, failed to make her appearance at the Kowloon Magistrate's court this morning and subsequently her bail of \$500 became estreated.

FELL DOWNSTAIRS

As the result of accidentally falling down the stairs of his house, a Chinese named Lam Ping (16), living on the first floor of 58, First Street, West Point, was removed to the Government Civil Hospital at 11 p.m., yesterday, suffering from head injuries.

WARRANT FOR AN A.B.

On information given by the Naval authorities a warrant has been issued for the arrest of A.B. Harold Edwards, of H.M.S. Swallow, who had been absent from his ship since February 4.

OUR NAVAL POLICY

AN AGREEMENT BY CATEGORIES
CRUISER NEEDS
THE ABOLITION OF SUBMARINES

Bugby, Yesterday.
The policy of the British Government at the Naval Conference is set forth in an important memorandum which is being laid in the House Commons, a summary of which was issued this afternoon.
In it the belief is expressed that the Conference ought not only to reduce existing fleets and building programmes, but also to end Naval competition, thus marking an im-

FINE WEATHER!

To-day's report from the Royal Observatory, issued at 10.45 a.m., states:—
A depression which formed to the north of Formosa yesterday has moved to the S.E. of Naha.
A new anti-cyclone has formed over China.
Fresh monsoon along S.E. coast of China and over the North China Sea.
Forecast:—North winds; fresh; fine.

portant step toward the firm establishment of peace.

British policy, it is pointed out, is to keep the seas open for trade and communication and, in relation to the political state of the world to take what steps are necessary to secure this.

League Obligations
In estimating the Naval needs the British Government has also to take into account its obligations under the League Covenant and other commitments which have to be fulfilled in relation to the present state of the world. The Government feels that if naval establishments are not to be a menace the equilibrium must be maintained by means of international agreements. It feels, moreover, that this equilibrium will not be secured by mere numerical equality in ships and tonnage, but only by the adoption of agreed programmes based on considerations of requirements affecting dispersals, etc., and in which the menace will be reduced as much as possible.
This cannot be done by any general formula or ratio. It must be the subject of conferences and of agreements made for periods, at the end of which they should be reviewed, and during which the Government should be assisted in strengthening the foundations of peace. It is therefore proposed that the general agreement resulting from the 1922 conference should run until 1926, and then in 1930.

The Government proposes that the number of capital ships for each signatory fixed by the Washington Treaty should be reached within eighteen months of the ratification of the treaty resulting from this conference, instead of by 1930.
It proposes that no replacement of existing ships should take place before the next conference in 1935 and that, in the meantime, the whole question of capital ships should be the subject of negotiation between the Powers concerned.
The Government will press for a reduction without disturbing the Washington equilibrium. Its experts favour a reduction in size from 35,000 tons to 25,000 tons, and of guns from 16 inches to 12 inches. They also favour the lengthening of the age from 20 to 25 years.
The Government hopes that there will be an exchange of views on this subject during the conference.
Indeed, it would wish to see an agreement by which battleships will in due time disappear, as it considers them a very doubtful asset. (Continued on Page 16)

SEARCH FOR OIL

Views of Australian Minister
Canberra, Yesterday.
Referring to oil boring the Federal Minister for Home Affairs says that most of the investigation work in mandated territory has produced negative results. He suggested that more favourable structures existed near Dutch New Guinea, where the conditions are less difficult and the probability of success strong.—Reuter.

conference should be called to review the situation in relation to world relations. In view of these considerations British Government suggest the following proposals:—
Categories Defined
The agreement should be not only upon global tonnage, but upon the size of individual ships in various categories and upon the tonnage used by each nation in each of these categories.
The categories should be capital ships, aircraft carriers, cruisers, destroyers, and submarines. An agreement by categories is necessary to eliminate competitive building and the maintenance of the equilibrium between fleets. These two points are essential if security is to be obtained. It is not only the total tonnage of a fleet which counts, but the use to which these tons are put, and an agreement on the latter point is called for.
At the same time it might be convenient to allow a percentage of tonnage assigned to be transferred to other categories. The British Government, however, does not favour a general transfer, and is opposed to the transfer in capital ships, aircraft carriers, and submarines. In regard to cruisers, it would permit the transfer out of the eight-inch class into the six-inch class on a percentage which remains to be arranged, thus taking into account the special needs of countries which require a large proportion of small cruisers.

REINFORCEMENTS FOR CANTON

Shanghai, Thursday.
It is reported that Marshal Chiang Kai-shek will lead three whole divisions to Canton, eight vessels being chartered from Shanghai to Nanjing for the transport of troops. According to the latest information, some of the vessels carrying the troops, left Nanking yesterday for the South.—Canton News Agency.

FATAL MINE EXPLOSION

Salt Lake City, Yesterday.
At least twenty miners have been killed as the result of an explosion in a coal mine at Standardville.—Reuter's American Service.

U.S. BANK RATES

Washington, Yesterday.
The Federal Reserve Bank in Chicago has reduced its rate to 4 per cent and in Cleveland to 4 1/2 per cent.—Reuter's American Service.

PURCHASES FROM U.S.A.

Washington, Yesterday.
European countries last year purchased a milliard dollars worth more goods from America than they sold to her.—Reuter's American Service.

Playing cricket as it was played before the war would add to its attractiveness, and should secure increased support. Our players in Northants have been taught in the right school, and we should not tolerate men staying at the wicket all day playing for their averages.
—G. H. Drummond, an ex-captain of Northants.
Tommy Milligan would have beaten Mickey Walker had he been properly handled. He had Walker going in the second round. But Len Harvey has never shown the aggressive attack of Milligan—John Fearless.
Snooker is gaining in favour. This is not surprising for it is more straightforward than billiards and has more variety.—Joe Davis.

INSTONE BANKING CORPORATION

DIVIDEND FOR SECURED BONDHOLDERS

UNSECURED CREDITORS

The Government Gazette contains the following announcement in respect of the Instone Banking Corporation, Limited (in liquidation):—
Secured Bondholders.
Admitted claims, \$4,404.72.
A first and final dividend of \$100 per cent. has been declared in respect of the above claims.
Unsecured Creditors.
Admitted claims, \$66,581.78.
A first dividend of \$4 per cent. has been declared in respect of unsecured claims.
The above mentioned dividends may be received at the Official Receiver's Office on February 17 between the hours of 10 a.m. and 4 p.m. and on any subsequent day during the office hours.
Creditors applying for payment must produce any bonds, bills of exchange, or other securities held by them, and must sign a receipt in the prescribed form.

RUBBER PLANS

British and Dutch Agreement
TO CURTAIL PRODUCTION

London, Yesterday.
The Rubber Growers' Association announce that a British-Dutch liaison committee have reached an agreement on certain recommendations which will be submitted for approval to their respective Associations.
According to the newspapers the recommendations aim at a moderate curtailment of production in order to raise the market price of rubber to a reasonably remunerative level.—Reuter.

SUPPRESSION OF REDS

Namching, Thursday.
A portion of the 2nd Route Army under Brigadier General Tang Yun-sin and Colonel Chan have been despatched to Kiangsi Province to assist in the suppression of the Reds under the two notorious leaders Chu and Mo. The reinforcements are subject to the direct control of General Lu To-ping, the Chairman of Kiangsi, who will shortly proceed to the western border, personally to direct the suppression.—Canton News Agency.

REINFORCEMENTS FOR CANTON

Shanghai, Thursday.
It is reported that Marshal Chiang Kai-shek will lead three whole divisions to Canton, eight vessels being chartered from Shanghai to Nanjing for the transport of troops. According to the latest information, some of the vessels carrying the troops, left Nanking yesterday for the South.—Canton News Agency.

FATAL MINE EXPLOSION

Salt Lake City, Yesterday.
At least twenty miners have been killed as the result of an explosion in a coal mine at Standardville.—Reuter's American Service.

U.S. BANK RATES

Washington, Yesterday.
The Federal Reserve Bank in Chicago has reduced its rate to 4 per cent and in Cleveland to 4 1/2 per cent.—Reuter's American Service.

PURCHASES FROM U.S.A.

Washington, Yesterday.
European countries last year purchased a milliard dollars worth more goods from America than they sold to her.—Reuter's American Service.

Playing cricket as it was played before the war would add to its attractiveness, and should secure increased support. Our players in Northants have been taught in the right school, and we should not tolerate men staying at the wicket all day playing for their averages.
—G. H. Drummond, an ex-captain of Northants.
Tommy Milligan would have beaten Mickey Walker had he been properly handled. He had Walker going in the second round. But Len Harvey has never shown the aggressive attack of Milligan—John Fearless.
Snooker is gaining in favour. This is not surprising for it is more straightforward than billiards and has more variety.—Joe Davis.

CHINA ORDER IN COUNCIL

PAYMENT OF FEES AND PENALTIES

NEW ARTICLE GAZETTED

The following notice which appeared in the London Gazette of December 20, is published for general information in the Government Gazette.
Article 227 of "The China Order in Council, 1925," is hereby repealed and the following article shall be substituted therefor:—
"All fees, fines, penalties, and other sums of money which, under the provisions of this Order or any Regulations, or Rules of Court, are stated or imposed in terms of British currency, shall, at the option of the Registrar, be paid either in British gold or in any silver dollar currency in use in China which may from time to time be specified by His Majesty's Minister at Peking, at a uniform rate of exchange, applicable to all such silver dollar currencies, which shall be fixed from time to time for this purpose by His Majesty's Minister at Peking but shall not exceed as a maximum the rate of two shillings for one dollar.
"For the purposes of the ascertainment of the value of any income for any purpose of qualification or of any limitation or security, in any case where this Order or any Rule or Regulation contains a reference to British currency, the rate of exchange of ten dollars to the pound sterling shall apply."
The present Order shall be cited as the China (Amendment) Order in Council, 1929, and shall take effect on January 1, 1930.

UNCLAIMED BALANCES

It is notified in the Government Gazette that the following sums will be transferred from the Companies Liquidation account to the general revenue of the Colony:—
A. Wing (deceased), return of capital in Kowloon Land and Building Co., Ltd., \$501.15, plus interest \$52.80.
J. Francis (deceased), return of capital in Kowloon Land and Building Co., Ltd., \$200.46 plus interest, \$21.18.
John Somerville, broker, unclaimed dividend in the Hong Kong Steel Foundry Co., Ltd., \$16.59 plus interest \$1.75.

WELCOME FOR PRESIDENT

Canton, Yesterday.
Under the auspices of local organizations, the military, the official classes, and the Whampoa Cadet School, preparation on a grand scale to welcome President Chiang Kai-shek upon his arrival at Canton is said to be under way. It is suggested that C. I. C. General Chan Chai-tong may come down personally to greet President Chiang.—Canton News Agency.

APPOINTMENTS

His Excellency the Officer Administering the Government has appointed Mr. Sydney Ashworth to be an Assistant Government Marine Surveyor (Engine Surveyor), Harbour Department, with effect from January 27.
His Excellency the Officer Administering the Government has appointed Mr. Dudley Leonard King to be Deputy Superintendent of the Police (Reserve) on his return from leave, with effect from February 7.

ASSAULT CASE

On a charge of assaulting a married Chinese woman at Shanghai Street, Wong Wai-fung was at the Kowloon Magistracy this morning remanded till Monday morning, when Mr. J. M. Remedios, it was intimated, will appear for the prosecution.
Bail was allowed in the sum of \$25.

TENDERS ACCEPTED

It is notified in the Government Gazette that the following tenders have been accepted.
Messrs. Hop Kee of 37B, Connaught Road Central, for the supply of prisoners' provisions.
Messrs. A. Salmon & Son, for rattan furniture.
Settees \$16.50 each
Chairs 8.50
Tables 8.50

ITALIAN CONSUL-GENERAL

The King's Exchequer empowering Commendatore Emilio Manfredi to act as Consul-General for Italy at Hong Kong has received the signature of His Majesty the King, accordingly, the said Commendatore Emilio Manfredi is the duly recognized Consul-General for Italy at Hong Kong.

'Phone C. 22 FOR CLASSIFIED ADVERTISING

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.
All replies under this heading must be called for.

WANTED

WANTED.—Expert Male Stenographer for Indo-China. Reply Secretary, P. O. Box 22.

POSITION WANTED

ENGLISH GIRL, sailing with her family in Macedonia on March 1st would like to get in touch with lady who needs help on voyage with children.—Apply Telephone Kowloon 1399.

TO LET

TO LET.—1 Large Room or Small with Full Board and washing. For Particulars apply 1, King's Terrace, 1st floor, Nathan Road, Kowloon.

GODOWN TO LET.

A GODOWN at Whitfield Road consisting about 2,500 sq. ft. next to Kwong Sang Hong Glass Factory. Please apply to Kwong Sang Hong, Ltd.

FOR SALE

FOR SALE.—Banjo. "Clifford Essex" G. Genuine Autographed Model. Unused. Originals Nichols painting on Valium Cost \$125. Sell \$80 or offer with Case and Tutor. Apply Box No. 637, c/o "China Mail."

HOME TUITION.

WESTOVER—STEVENSAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY
(Cambridge Higher Local,
Cambridge Teachers Diploma).
MISS GERTRUDE TURNER
(National Froebel Higher
Certificate).

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON
WEDNESDAY, February 12, 1930,
commencing at 2.30 p.m.
at No. 13, Broadwood Road
"Ridge House".

A Quantity of
VALUABLE BLACKWOOD
and HOUSEHOLD FURNITURE.
(particulars from Catalogues.)
On View from Tuesday, February
11, 1930.
Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hong Kong, February 6, 1930.

THE Undersigned have received instructions to sell by Public Auction

ON
FRIDAY, February 14, 1930,
commencing at 10.30 a.m.
at No. 460, The Peak,
Barker Road.

A Large Quantity of
VALUABLE HOUSEHOLD
PROPERTY

Comprising:—

Teak Hatstand, Chesterfield
Couch and Armchairs, Glass
Cabinet, Teak Pedestals, Statues,
Card Table, Brass Ornaments,
Pictures, Curtains, Carpets, Brass
Fenders, etc.
Teak Dining Table, Sideboard,
Dinner Wagon, Tables, Desk,
Screens, Community Plate Cutlery,
Crockery, Glass Ware, Ceiling
and Table Fans, Electric Fittings,
etc.

Teak Bedstead, Teak Wardrobe
with Glass Doors, Teak Dressing
Table, Teak Chest of Drawers,
Sewing Machine, Enamel Bath,
Porcelain Basin, Cooking Stove,
Kitchen Utensils, etc.

One Cabinet Victrola, One
White Frost Refrigerator, One
Fairbank Scale, Aviary Plants in
Pots, etc.

A Quantity of Blackwood
Furniture.

Terms:—Cash on Delivery.
On View from Wednesday
February 12, 1930.
Catalogues will be issued.

LAMMERT BROS.,
Auctioneers.

Hong Kong, February 6, 1930.

NOTICES.

ST. STEPHEN'S COLLEGE,
STANLEY.

SCHOOL will RE-OPEN on
MONDAY, February 17 at
9 a.m.

Prospectuses may be obtained
from Mr. LI HOI TUNG, Man-
ager, Messrs. Banker & Co., Bank
of China Building, Queen's Road
C.

NEW STUDENTS will be re-
ceived by the Warden at the
Office of Messrs. Banker & Co.,
Bank of China Building, Queen's
Road C. on Friday, February 14,
at 9 a.m.

HONG KONG & SHANGHAI BANKING CORPORATION

NOTICE IS HEREBY GIVEN
that the ORDINARY YEAR-
LY MEETING of the SHARE-
HOLDERS in this Corporation
will be held at City Hall, Hong
Kong, on SATURDAY, the 22nd
February, 1930, at 11.30 a.m. for
the purpose of receiving the Re-
port of the Board of Directors
together with a Statement of Ac-
counts for the year ending 31st
December, 1929.

The Register of Shares of the
Corporation will be CLOSED from
MONDAY, the 10th February, to
Saturday, the 22nd February, 1930
(both days inclusive), during
which period no transfer of shares
can be registered.

By Order of the Board of
Directors,
A. C. HYNES,
Chief Manager.
Hong Kong, 3rd February, 1930.

TRINITY COLLEGE OF MUSIC, LONDON.

LOCAL EXAMINATIONS,
MAY, 1930.

THEORY AND PRACTICAL.

ENTRY FORMS are now
ready and may be had
from the local Secretary,
Wm. ANDERSON, c/o Ander-
son Music Co., Ltd., St.
George's Building, Ice House
Street.

THE SOMERSET LIGHT INFANTRY GYMKHANA

at
STEEPLECHASE
COURSE,
KWANTI.

SUNDAY,
9th February, 1930.

FIRST RACE
2.30 p.m.

OPEN TO THE PUBLIC
ADMISSION FREE.

Special Train leaves
Kowloon,
1 p.m.

Return 6.27 p.m.

PRICES:

\$1.40, 1st class Return.
90 Cts., 2nd class Return.

LONDON DIRECTORY

with Provincial & Foreign Sections and
Trade Listings in Five Languages,
enables traders to communicate direct
with MANUFACTURERS & DEALERS
in London and in the Provincial Towns
and Industrial Centres of the United
Kingdom and Ireland, the Continent
of Europe, Africa, America, Asia,
Australia, etc. The names addresses
and other details are classified under
more than 8,000 trade headings,
including:

EXPORT MERCHANTS
with detailed particulars of the Goods
shipped and the Colonial and Foreign
Markets supplied.

One-inch BUSINESS CARDS of Firms
desiring to extend their connections, or
Trade Cards of
DEALERS SEEKING AGENCIES
can be printed at a cost of \$1.10s. 6d.
for each trade heading under which they
are inserted. Larger advertisements at
\$10 per page.

The Directory is invaluable to everyone
interested in overseas commerce, and
a copy will be sent by parcel post for
\$2 net cash with order.

THE LONDON DIRECTORY CO., LTD.,
25 Abchurch Lane, London, E.C. 4,
England.

Agents: Messrs. Banker & Co.,
Bank of China Building, Queen's
Road, C.

SHOOTING TRAGEDY SEQUEL

INQUEST ON MR. JESSE
WILTSHIRE

VERDICT OF THE JURY

A verdict of suicide whilst tem-
porarily insane was the verdict
returned by the Coroner's Jury
which together with Mr. E. W.
Hamilton held an inquiry yester-
day afternoon into the death of
Mr. Jesse Wiltshire, head bailiff
of the Supreme Court.

The jury was composed as fol-
low:—Messrs. J. S. Smith (fore-
man), J. M. Norrie and A. K.
Dimond.

Dr. T. W. Ware said that on
January 19, the date of Mr.
Wiltshire's death, he was medical
officer in charge of the Govern-
ment Civil Hospital. Mr. Wiltshire
was brought into the receiving
room at about 11 a.m. He was
unconscious and suffering from a
bullet wound in the head.

Witness had him taken into the
operating theatre to see if some-
thing might be done to relieve
him. On examination, he thought
that there was a possibility of
saving his life, so, with Professor
Digby's assistance, he prepared to
perform an immediate operation,
but before the operation was
started Mr. Wiltshire died.

Result of Post Mortem
The following morning witness
held a post mortem examination
and found that Mr. Wiltshire had
a bullet wound through his head.
The point of entry was in the re-
gion of the right temple and the
exit was on the opposite side, but
on a rather higher level. At the
entry wound an important blood
vessel was damaged and the
bullet's passage through the brain
had caused considerable damage.
Death was due to shock and
loss of blood following the gun-
shot wound. Witness was of the
opinion that the wound was caused
by a revolver bullet the size of
which he would place at about
32.

Speaking of the general phys-
ical condition, Dr. Ware said that
the liver was enlarged and fatty,
but the other organs were healthy.

Replying to the Coroner, wit-
ness said that he had treated Mr.
Wiltshire on two or three occa-
sions during the last two years
for minor complaints. As a doc-
tor, witness did know that Mr.
Wiltshire took much drink. He
had been drinking heavily, parti-
cularly during the last few
months.

Had Not Taken Food
The doctor added that the
stomach was empty, showing that
Mr. Wiltshire had not taken food
for a considerable time, and wit-
ness was of the opinion that he
had been drinking quite recently.

The wound was consistent with it
being self-inflicted.
Dr. Alexander Cannon was the
next witness. He said that he
had been tending Mr. Wiltshire
for the past three years. He was
always called in by the family.
As a rule the trouble with him
was that he was drunk. He had
never been violent in witness's
presence, and when in this state
Mr. Wiltshire was not responsible
for his action.

Childish at Times
Police evidence of the discovery
of the tragedy was then taken.
Amongst the witnesses was Detec-
tive Inspector Reynolds who said
that he had known Mr. Wiltshire
for 20 years and he had always
appeared liable to be unbalanced
when he drank. He could not
stand even a small amount of
alcohol. At other times he was
childish but otherwise quite ca-
pable of carrying out his duties.

The Coroner remarked to the
jury that it was a matter of be-
ing on the border line.

Worried Over His Work
Mr. Reynolds added that he
found that everything was all
right at Mr. Wiltshire's office, but
he knew that he had worried over
his work. His desks both at the
office and at home were searched
but nothing was found to indicate
that he contemplated suicide.

Mrs. Wiltshire said that in 1905
her husband suffered from sun-
stroke and since then had not
been normal. He always worried
about his work and that caused
him to take more drink than food.
He was never responsible when in
drink, and during the last few
years he got worse. During the
last three months he had suffered
badly with a septic hand, but al-
ways refused to see a doctor.
He was very conscientious about
his work and on one occasion wor-
ried because he believed he had
arranged a wrong man. When even-
tually he found out that he was
right the reaction was too much for
him and he killed himself.

A Witness, Mr. Coroner, Mr. Wiltshire's wife, Mrs. Wiltshire, said that her husband had
suffered from sunstroke in 1905 but had
since been normal. She said that
she had never seen him in a state
of mind which would lead to
suicide. She said that she had
never seen him in a state of mind
which would lead to suicide. She
said that she had never seen him
in a state of mind which would
lead to suicide. She said that she
had never seen him in a state of
mind which would lead to suicide.

Clears Skin of Blemishes

The Perfect Antiseptic Treatment
It is so easy to rid your skin of blemishes, blotches,
blackheads, etc. Just apply the pure cream (LAVOL)
LAVOL. Clear and healthy skin, no itching, no
stinging, no redness, no irritation. ITCHING STOPS INSTANTLY.
The first drop makes the skin cool. Pleasant LAVOL
gives health and vigor to skin and scalp. Made
in U.S.A. and sold by all good druggists.
(Distributors: Muller & Phipps, Manila-Shanghai-
Hong Kong.)

office and he did so. During those
two weeks he did not sleep or eat
well.

At 2 a.m., on the day of his death
Mr. Wiltshire was unusually bad,
but more stupid than violent. How-
ever, witness was nervous with
the worries of the previous two
weeks and sent her daughter for
Police protection. Sergt. McHarty
came and stayed at the house until
morning. At about 8 a.m., Mr.
Wiltshire improved to the extent of
drinking a cup of tea. Then wit-
ness told him that Dr. Cannon was
coming later.

His reply was that he would not
be examined by any doctor. With
this he put on his overcoat and hat
and walked out of the house. Wit-
ness never saw him alive after that.

LABOUR CONDITIONS IN AMERICA

WAGES HIGHER BUT WORKERS
LEAST SECURE

ECONOMIC EMERGENCIES

Declaring that the American
worker is "least secure of all the
workers on earth against the
emergencies of economic life," Mr.
Abraham Epstein, executive secre-
tary of the American Association
for Old Age Security, urged the
prompt enactment of an
old-age pension bill by the 1930
State Legislature. Mr. Epstein,
Bishop Francis J. McConnell, presi-
dent of the association, and a mem-
ber of the State commission study-
ing pension legislation, and Louis
Waldman, former Socialist As-
semblyman, spoke at the luncheon
of the city chapter of the League
for Industrial Democracy at Hotel
Woodstock on West Forty-third
Street. Mrs. Florence Kelly pre-
sided.

Old age pension legislation is not
a panacea for all social ills and
can be considered only a beginning
in the direction of full social in-
surance, Mr. Epstein said. He
pointed out that the bill sponsored
by the association would aid be-
tween 40,000 and 50,000 aged per-
sons in the State. He estimated
that about 75,000 persons are in
need of aid.

High Standard
"Wages are higher in the United
States than in European countries,"
he said, "but out of his wages the
American workman is forced not
only to maintain a high standard
of living and to buy all the goods
he possibly can in order to promote
and maintain industrial prosperity,
but must pay exorbitant sums for
health provision and save against
unemployment and old age."

"Most industrial countries pro-
vide full wages for the workman
who is disabled by accidents. In
this country the best workmen's
compensation law, that of this State,
makes provision for a maximum
payment of \$25 weekly, obviously an
inadequate provision."

Referring to the movement to put
an old-age pension law on the
statute books, Mr. Epstein declared
that the contention of insurance
companies that the growth of group
insurance will solve the problem of
the aged is entirely baseless.

"This insurance is paid only in
case of death, and even the average
group insurance policy of \$1,500
per person can hardly be termed
social provision," he said. "Group
insurance has no relation with old
age whatsoever and is merely pro-
vision for widows and orphans,
even there inadequate."

Moral Values of Old Age
Bishop McConnell warned against
the framing of laws "which would
tie up people with the present in-
dustrial system and curb their self-
respect and freedom of action in
intellectual or spiritual fields." He
urged that the moral values of old
age are endangered by the fear with
which unprotected aging persons
view the future.

Mr. Waldman criticized the asso-
ciation's bill on the ground that
its provisions are inadequate. "He
pointed out that the lower age
limit for pensions should not be
higher than 60 years and that moral
disqualifications should be removed.
He also suggested that liability
should be made to bear part of the
financial burden of a pension ap-
plication."

CHURCH NOTICES

A CHARGE OF ONE DOLLAR
IS MADE FOR ALL NOTICES
UNDER THIS HEADING

ST. JOHN'S CATHEDRAL
HONG KONG

February 9, 1930.

5th Sunday After Epiphany.

Choral Eucharist, 8 a.m.

Holy Communion (Peak Church),

8 a.m.

Children's Service, 10 a.m.

Sunday School at Peak School,

10 a.m.

Matins and Sermon, 11 a.m.

Preacher: Rev. W. R. Cannell.

Evensong: 6 p.m.

Preacher: Rev. H. V. Koop.

Special Notice.

*The band of the K.O.S.B. will

play at Evensong.

WESLEYAN METHODIST CHURCH.

(Queen's Road East)

Sunday Services: Morning, 10.15

a.m.

Preacher: Rev. Edgar Dewstowe.

Evening, 6 p.m.

Preacher: Rev. Edgar Dewstowe.

Sunday School, 3 p.m.

Salvors' and Soldiers' Home

Sunday: 3 p.m., Men's Bible

Class (Mr. Smith).

Sunday: 8.15 p.m., Service Men's

Hour.

Monday: 8 p.m., meeting of

Ladies' Church Aid.

Wednesday: 8.30 p.m., United

Fellowship Meeting.

First Church of Christ,

SCIENTIST.

[Branch of The Mother Church,

The First Church of Christ, Scien-

tist, in Boston, Mass., U.S.A.]

Macdonnell Road, below Bowen

Road Tram Station.

Sunday Service, February 9,

1930, at 11.15 a.m.

Subject: "Spirit."

The Sunday School is held on

Sunday mornings at 10 o'clock.

Wednesday Evening Meeting at

5.30 o'clock.

Reading Room at above address.

open:—

Tuesday and Friday 10 a.m. to 12

Noon.

Monday and Thursday 5.30 to 7

p.m.

The Public is cordially invited

to attend the service and visit the

Reading Room.

LARGE STOCK OF WINTER GOODS AT EXCEPTIONAL PRICES.

SWEATERS

Woolen Waistcoats & Vests.

FELT HATS From \$5.00 up.

CAPS From \$1.00.

NECKTIES In all Colours & Designs.

GOLF HOSE \$1.50 per pair.

THE BAKILLY CO., LTD.

153-155 Des Voeux Road Central



CLEAN - - -

AS A WHISTLE

these garments that come
back from the International
Dry Cleaning Co. No matter
how soiled their condition, you
can depend on our quality
work to restore to them their
original lustre.

PROMPT SERVICE

THE INTERNATIONAL DRY CLEANING & DYEING CO.

19, Wyndham St. 143 Wong Nei Chung Road, 73, Caine Road,
Hong Kong. Happy Valley
36, Nathan Road, Kowloon.

NEW CANTON BRANCH: 88, Tai Sap Po, Canton.



FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE & TRIESTE

Taking Cargo on through Bills of Lading to Fiume, Genoa, All Italian, Adriatic, Levant, Black Sea and Danube Ports. Taking Passengers to London Overland via Brindisi, Venice or Trieste

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Europe
* S.S. "DUCHESSA D'AOSTA"	Feb. 22	Feb. 22
* M.V. "ESQUILINO"	Feb. 4	Mar. 4
* M.V. "COL DI LANA"	Feb. 16	Mar. 26

* Cargo steamers only.
All dates are subject to alteration without notice.
For Freight and Passages apply to—
Queen's Building, DODWELL & CO., LTD.,
Tel. C. 1030. Agents.



REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM \$83 TO \$120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	
SHINYO MARU	Wednesday, 10th February.
ASAMA MARU	Thursday, 27th February.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	
SIBERIA MARU	Wednesday, 12th February.
SHIZUOKA MARU	Friday, 28th February.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
HAKUSAN MARU	Saturday, 8th February.
KITANO MARU	Saturday, 22nd February.
SYDNEY & MELBOURNE via Manila & Ports.	
KAGA MARU	Wednesday, 19th February.
TANGO MARU	Wednesday, 26th March.
BOMBAY via Singapore, Penang, & Colombo.	
TAMBA MARU	Tuesday, 11th February.
↑ TOKUSHIMA MARU	Friday, 28th February.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
RAKUYO MARU	Sunday, 2nd March.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
KAWACHI MARU	Saturday, 8th March.
NEW YORK, BOSTON via Panama.	
↑ KUMA MARU	Thursday, 13th February.
↑ KAKO MARU	Monday, 24th February.
LIVERPOOL via Port Said, Constantinople, Genoa.	
↑ DELAGOA MARU	Monday, 17th February.
CALCUTTA via Singapore, Penang & Rangoon.	
↑ CALCUTTA MARU	Saturday, 8th February.
↑ MALACCA MARU	Saturday, 16th February.
SHANGHAI KORE & YOKOHAMA.	
↑ MURORAN MARU (Chompo direct)	Sunday, 9th February.
↑ TSUSHIMA MARU	Tuesday, 11th February.
KATORI MARU	Monday, 17th February.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.
For further information apply to—NIPPON YUSEN KAISHA
Tel. Central No. 292, 3897 and 3821. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.	
ATLAS MARU	Monday, 10th February.
AMAZON MARU	Saturday, 15th March.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	
HAWAII MARU	Tuesday, 25th February.
LAPLATA MARU	Friday, 21st March.
BOMBAY—Via Singapore & Colombo.	
SHINNOH MARU	Wednesday, 19th February.
* GANGES MARU	Thursday, 6th March.
(Calls at Karachi).	
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.	
PANAMA MARU	Saturday, 1st March.
CALCUTTA—Via Singapore, Penang & Rangoon.	
KASADO MARU	Tuesday, 18th February.
CELEBES MARU	Tuesday, 4th March.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.	
MELBOURNE—Via Manila, Brisbane & Sydney.	
SYDNEY MARU	Thursday, 6th March.
HAIPHONG—Via Hobei & Peking.	
MENADO MARU	Thursday, 20th February.
NEW YORK—Via Japan ports, San Francisco & Panama.	
JAPAN PORTS.	
ALASKA MARU	Monday, 17th February.
TACOMA MARU	Friday, 21st February.
CELEBES MARU	Saturday, 8th February.
KEELUNG—Via Swatow & Amoy.	
HOZAN MARU	Sunday, 9th February, noon.
CANTON MARU	Sunday, 16th February, noon.
TAKAO—Via SWATOW & AMOY.	
DELI MARU	Thursday, 18th February, 10 a.m.
TAKAO & KEELUNG.	
BATAVIA MARU	Saturday, 8th February.

For further particulars please apply to—OSAKA SHOSHEN KAISHA.

Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

American Express Travelers Cheques

"Sky-blue" in colour, these Cheques give travellers the fullest protection against the loss or theft of their travel funds. They are spendable and acceptable everywhere. For more than 36 years travellers the world over have found personal service and financial security thru their use.

Issued in £10, £5, £2, £1, and £0.50, and \$10, \$5, \$2, \$1, and \$0.50 denominations—issued in a small handy wallet—and cost only 1% of face value.

Securely stored in your pocket, they need no insurance and are always ready to cash your travel needs.

THE AMERICAN EXPRESS CO., INC.
4 DES VORLES ROAD CENTRAL

STEAM OR DIESEL?

Operating Costs of V.S. Tonnage

FULL PERFORMANCE

Improvements To Be Expected in Diesel Engines

COMMERCIAL SUCCESSES

Operating costs of diesel-driven and steam-driven cargo vessels of the Shipping Board were compared in a paper submitted by Captain R. D. Gatewood, former manager of the maintenance and repair division of the Merchant Fleet Corporation, at the annual meeting of the Society of Naval Architects and Marine Engineers in New York. The following is a resume of Captain Gatewood's paper, after which we give the contribution by Mr. J. H. King, of Messrs. Babcock and Wilcox, to the discussion which followed the paper. In explaining the basis of comparison, Captain Gatewood said:—

"A number of voyages are included of several vessels, with the different types of drive, all operated by the same company and in the same service, namely, either from North Atlantic ports to India and return, or from North Atlantic ports to Australia and return by way of the Philippines and the Suez Canal; and since, for the most part, the various voyages were made during the same period of time, it is reasonable to assume the vessels were all operating under generally similar cargo load conditions. The tabulations which are presented have been computed from the actual charges against each vessel in the accounts of the Shipping Board."

The comparisons, which covered ten direct-driven diesel ships, four oil-burning steamers with reciprocating engines, and three oil-burning steamers with double-reduction geared turbines, were summarised by Captain Gatewood as follows:—

	Per day	Per mile	Per knot
10 diesel vessels	\$187.59	\$1.31	11.18
4 recip. vessels	255.18	1.84	9.94
3 turbine vessels	259.84	1.93	9.88

Average Cost Fuel Oil Per Barrel

Diesel vessels

Steam vessels

Emphasis was laid upon the fact that on account of the method adopted by the accounting division of the Shipping Board, some of the voyages used for purposes of comparison carry a maintenance cost out of all proportion to the maintenance cost of other voyages. Another point made by Captain Gatewood was:—

"It should be fully appreciated that the steam-propelled vessels are equipped with boilers and machinery designed and built during the war period, and that no doubt much better fuel performance could be obtained with modern up-to-date machinery of this type, and possibly in some instances lower maintenance costs, and (but) it should also be realised that the diesel engines were the first of either their size or type to be built and installed in ocean-going vessels in this country, so that it is to be logically expected many improvements could be made in future engines of this class."

"Indeed, in the later engines of the diesel programme of the United States Shipping Board, which has just been completed, many improvements in design have been incorporated, and it is expected this will result in somewhat lower overall fuel consumption and much lower maintenance costs."

Engine Department Expenses
The engine department expenses of the several vessels were stated as follows:—

Motorship West Honaker, 8,006 tons d.w., equipped with McIntosh and Seymour four-cycle single-acting 2,700 h.p. diesels, four voyages covering 107,264 miles; expenses per day 186.31; expenses per mile, 1.33; average observed speed, 10.35 knots; maintenance repairs, 25,467.

Motorship West Cusseta, 8,006 tons d.w., McIntosh and Seymour four-cycle single-acting 2,700 h.p. diesels, four voyages covering 108,030 miles; expenses per day, 178.74; expenses per mile, 1.18; average observed speed, 10.84 knots; maintenance repairs, 1,999.

Motorship Crown City, 8,006 d.w. tons, McIntosh and Seymour four-cycle single-acting 2,700 h.p. diesels, four voyages covering 109,268 miles; expenses per day, 165.36; expenses per mile, 1.09; average observed speed, 11.02 knots; maintenance repairs, 5,878.

Motorship Savolka, 9,015 deadweight tons, Busch-Sulzer two-cycle, single-acting 3,000 h.p. diesels, four voyages covering 106,101 miles; expenses per day, 198.96; expenses per mile, 1.30; average observed speed, 11.77 knots; maintenance repairs, 21,760.

Motorship Savolka, 9,105 deadweight tons, Busch-Sulzer two-cycle, single-acting 3,000 h.p. diesels, four voyages covering 105,228 miles; expenses per day, 162.07; expenses per mile, 1.28; average observed speed, 11.54 knots; maintenance repairs, 10,885.

Motorship City of Dalhart, 9,185 tons deadweight, Busch-Sulzer, two-cycle, single-acting 3,000 h.p. diesels, four voyages covering 108,012 miles; expenses per day, 191.26; expenses per mile, 1.19; average observed speed, 11.62 knots; maintenance repairs, 7,951.

Motorship Yomachichi, 9,235 tons deadweight, Busch-Sulzer two-cycle, single-acting 3,000 h.p. diesels, three voyages covering 88,304 miles; expenses per day, 181.83; expenses per mile, 1.17; average observed speed, 11.40 knots; maintenance repairs, 4,995.

Motorship Tampa, 9,120 tons deadweight, Worthington two-cycle, double-acting 2,900 h.p. diesels, three voyages covering 78,158 miles; expenses per day, 202.45; expenses per mile, 1.89; average observed speed, 11 knots; maintenance repairs, 35,517.

Motorship Unicoi, 9,155 tons deadweight, Worthington two-cycle, three voyages covering 78,158 miles; expenses per day, 202.45; expenses per mile, 1.89; average observed speed, 11 knots; maintenance repairs, 35,517.

Motorship Seminole, 9,132 tons deadweight, Hooven, Owens, Rentchler two-cycle, double-acting 3,680 h.p. diesels, three voyages covering 83,079 miles; expenses per day, 208.44; expenses per mile, 1.30; average observed speed, 11.83 knots; maintenance repairs, 16,779.

Steamship Editor, 9,694 tons deadweight, reciprocating engine 2,800 h.p., three Scotch boilers, 210 lbs., four voyages covering 101,690 miles; expenses per day, 233.27; expenses per mile, 1.64; average observed speed, 9.90 knots; maintenance repairs, 8,164.

Steamship Arcturus, 9,601 tons deadweight, reciprocating engines 2,800 h.p., three Scotch boilers, 210 lbs., five voyages covering 104,144 miles; expenses per day, 237.97; expenses per mile, 1.81; average observed speed, 10 knots; maintenance repairs, 11,288.

Steamship Egmont, 9,976 tons deadweight, reciprocating engines, 2,800 h.p., three Scotch boilers, 210 lbs., five voyages covering 117,039 miles; expenses per day, 280.38; expenses per mile, 2.12; average observed speed, 9.92 knots; maintenance repairs, 15,469.

STEAM OR DIESEL?

Operating Costs of V.S. Tonnage

FULL PERFORMANCE

Improvements To Be Expected in Diesel Engines

COMMERCIAL SUCCESSES

Operating costs of diesel-driven and steam-driven cargo vessels of the Shipping Board were compared in a paper submitted by Captain R. D. Gatewood, former manager of the maintenance and repair division of the Merchant Fleet Corporation, at the annual meeting of the Society of Naval Architects and Marine Engineers in New York. The following is a resume of Captain Gatewood's paper, after which we give the contribution by Mr. J. H. King, of Messrs. Babcock and Wilcox, to the discussion which followed the paper. In explaining the basis of comparison, Captain Gatewood said:—

"A number of voyages are included of several vessels, with the different types of drive, all operated by the same company and in the same service, namely, either from North Atlantic ports to India and return, or from North Atlantic ports to Australia and return by way of the Philippines and the Suez Canal; and since, for the most part, the various voyages were made during the same period of time, it is reasonable to assume the vessels were all operating under generally similar cargo load conditions. The tabulations which are presented have been computed from the actual charges against each vessel in the accounts of the Shipping Board."

The comparisons, which covered ten direct-driven diesel ships, four oil-burning steamers with reciprocating engines, and three oil-burning steamers with double-reduction geared turbines, were summarised by Captain Gatewood as follows:—

	Per day	Per mile	Per knot
10 diesel vessels	\$187.59	\$1.31	11.18
4 recip. vessels	255.18	1.84	9.94
3 turbine vessels	259.84	1.93	9.88

Average Cost Fuel Oil Per Barrel

Diesel vessels

Steam vessels

Emphasis was laid upon the fact that on account of the method adopted by the accounting division of the Shipping Board, some of the voyages used for purposes of comparison carry a maintenance cost out of all proportion to the maintenance cost of other voyages. Another point made by Captain Gatewood was:—

"It should be fully appreciated that the steam-propelled vessels are equipped with boilers and machinery designed and built during the war period, and that no doubt much better fuel performance could be obtained with modern up-to-date machinery of this type, and possibly in some instances lower maintenance costs, and (but) it should also be realised that the diesel engines were the first of either their size or type to be built and installed in ocean-going vessels in this country, so that it is to be logically expected many improvements could be made in future engines of this class."

"Indeed, in the later engines of the diesel programme of the United States Shipping Board, which has just been completed, many improvements in design have been incorporated, and it is expected this will result in somewhat lower overall fuel consumption and much lower maintenance costs."

Engine Department Expenses
The engine department expenses of the several vessels were stated as follows:—

Motorship West Honaker, 8,006 tons d.w., equipped with McIntosh and Seymour four-cycle single-acting 2,700 h.p. diesels, four voyages covering 107,264 miles; expenses per day 186.31; expenses per mile, 1.33; average observed speed, 10.35 knots; maintenance repairs, 25,467.

Motorship West Cusseta, 8,006 tons d.w., McIntosh and Seymour four-cycle single-acting 2,700 h.p. diesels, four voyages covering 108,030 miles; expenses per day, 178.74; expenses per mile, 1.18; average observed speed, 10.84 knots; maintenance repairs, 1,999.

Motorship Crown City, 8,006 d.w. tons, McIntosh and Seymour four-cycle single-acting 2,700 h.p. diesels, four voyages covering 109,268 miles; expenses per day, 165.36; expenses per mile, 1.09; average observed speed, 11.02 knots; maintenance repairs, 5,878.

Motorship Savolka, 9,015 deadweight tons, Busch-Sulzer two-cycle, single-acting 3,000 h.p. diesels, four voyages covering 106,101 miles; expenses per day, 198.96; expenses per mile, 1.30; average observed speed, 11.77 knots; maintenance repairs, 21,760.

Motorship Savolka, 9,105 deadweight tons, Busch-Sulzer two-cycle, single-acting 3,000 h.p. diesels, four voyages covering 105,228 miles; expenses per day, 162.07; expenses per mile, 1.28; average observed speed, 11.54 knots; maintenance repairs, 10,885.

Motorship City of Dalhart, 9,185 tons deadweight, Busch-Sulzer, two-cycle, single-acting 3,000 h.p. diesels, four voyages covering 108,012 miles; expenses per day, 191.26; expenses per mile, 1.19; average observed speed, 11.62 knots; maintenance repairs, 7,951.

Motorship Yomachichi, 9,235 tons deadweight, Busch-Sulzer two-cycle, single-acting 3,000 h.p. diesels, three voyages covering 88,304 miles; expenses per day, 181.83; expenses per mile, 1.17; average observed speed, 11.40 knots; maintenance repairs, 4,995.

Motorship Tampa, 9,120 tons deadweight, Worthington two-cycle, double-acting 2,900 h.p. diesels, three voyages covering 78,158 miles; expenses per day, 202.45; expenses per mile, 1.89; average observed speed, 11 knots; maintenance repairs, 35,517.

Motorship Unicoi, 9,155 tons deadweight, Worthington two-cycle, three voyages covering 78,158 miles; expenses per day, 202.45; expenses per mile, 1.89; average observed speed, 11 knots; maintenance repairs, 35,517.

Motorship Seminole, 9,132 tons deadweight, Hooven, Owens, Rentchler two-cycle, double-acting 3,680 h.p. diesels, three voyages covering 83,079 miles; expenses per day, 208.44; expenses per mile, 1.30; average observed speed, 11.83 knots; maintenance repairs, 16,779.

Steamship Editor, 9,694 tons deadweight, reciprocating engine 2,800 h.p., three Scotch boilers, 210 lbs., four voyages covering 101,690 miles; expenses per day, 233.27; expenses per mile, 1.64; average observed speed, 9.90 knots; maintenance repairs, 8,164.

Steamship Arcturus, 9,601 tons deadweight, reciprocating engines 2,800 h.p., three Scotch boilers, 210 lbs., five voyages covering 104,144 miles; expenses per day, 237.97; expenses per mile, 1.81; average observed speed, 10 knots; maintenance repairs, 11,288.

Steamship Egmont, 9,976 tons deadweight, reciprocating engines, 2,800 h.p., three Scotch boilers, 210 lbs., five voyages covering 117,039 miles; expenses per day, 280.38; expenses per mile, 2.12; average observed speed, 9.92 knots; maintenance repairs, 15,469.

and from North Atlantic ports to Australia and return. Of course, these conditions are the ones most favourable to the diesel engine and least favourable to the steam plant. Obviously, when a ship having a relatively high oil consumption is compared with one of a low oil consumption, the difference between the two is most marked on such long voyages as these.

"Furthermore, the operating conditions are far from favourable to the steam vessels, inasmuch as a long portion of the voyage is in the Mediterranean, Red Sea, and Indian Ocean, where the high temperature of the water makes it almost impossible to maintain good vacuum.

"It seems too bad that there are no comparisons of some voyages from the North Atlantic ports to Europe, and return for the two classes of vessels, or some comparisons of voyages on routes that would give the steamship at least an even chance to make a favourable showing on fuel costs.

"Captain Gatewood expresses the belief that many improvements may be expected in diesel engines of the type fitted in these ships, and while some improvements will undoubtedly be made, there is a question as to how far these improvements will go toward a reduction of maintenance and repair costs.

"If these had been the first marine diesel engine ever built there might be some ground for this feeling, but it must be remembered that these vessels went into service about thirty years after the diesel engine was proclaimed, in 1897, as a commercial success.

"If ships of the same design and tonnage develop the same power the speed should be equal in the ships noted in this paper the average deadweight tonnage per horsepower is greater with the steamships than with the diesel ships. The average deadweight tonnage per rated engine horsepower on the diesel ships is 2.98, whereas on the reciprocating steamships it is 3.45, and on the turbine ships 3.02. Thus, if for no other reason the diesel ships have an advantage in less deadweight tonnage.

All Costs Not Considered

"The tables give only the engine department expenses, whereas if an attempt is made to compare two types of ships certainly all the costs should be considered. Among such costs are the charge on the investment which in private operation is a very important item.

"These diesel ships had an average cost for conversion of about \$900,000 each. The usual charge against this investment is 15 per cent. to cover interest, depreciation, and insurance. Fifteen per cent. on \$900,000 is equal to \$370 per day, an added overhead cost that no private owner could possibly carry.

"There is also another charge which enters into the cost of operating ships which Captain Gatewood has not mentioned, and that is the cost of demurrage. If there were added diesel engine ships caused by delays for repairs during their first few years of operation, the cost per day would, I believe, be further increased.

"It would be absolutely misleading to draw general conclusions of a comparative nature from the data presented in this paper. If it is desired to compare a diesel engine ship with a steamship, why has not the Shipping Board made an installation of modern steam machinery that would be really comparable with the modern diesel engines that they have installed in these ships?

Case For Steam Engine
Captain Gatewood's conclusions were challenged by Mr. King, who asked for information about the high cost of maintenance repairs in the motorships.

"It would be very interesting if some information could be given in regard to the reasons for the very high cost of maintenance repairs. These diesel engine ships are relatively new ships, and even when compared with the old war-built steam tonnage, the cost of maintenance repairs seems much too high.

"For example, the average maintenance cost per ship of the ten diesel ships given in Captain Gatewood's paper is 20,281. dollars; the average maintenance cost per ship of the four reciprocating engine ships is 11,546 dollars, and the average cost per ship of the three turbine driven ships is 18,816 dollars.

"It certainly speaks well for the war-built steam vessels when, after a period of eight or nine years' operation, the maintenance cost is little more than one-half to two-thirds the maintenance cost of diesel ships in service; only one or two years.

Unfair Comparisons
"Captain Gatewood's paper, which in his paper that all the averages noted cover service from North Atlantic ports to India and return

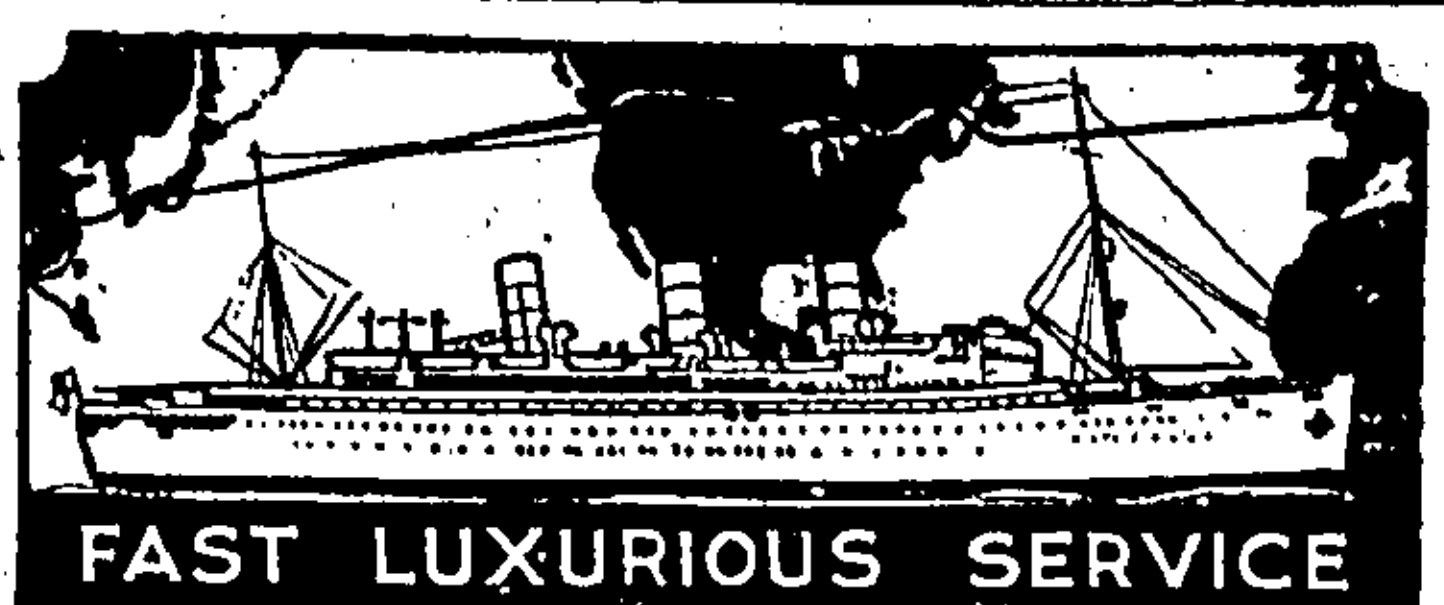
and from North Atlantic ports to Australia and return. Of course, these conditions are the ones most favourable to the diesel engine and least favourable to the steam plant. Obviously, when a ship having a relatively high oil consumption is compared with one of a low oil consumption, the difference between the two is most marked on such long voyages as these.

"Furthermore, the operating conditions are far from favourable to the steam vessels, inasmuch as a long portion of the voyage is in the Mediterranean, Red Sea, and Indian Ocean, where the high temperature of the water makes it almost impossible to maintain good vacuum.

"It seems too bad that there are no comparisons of some voyages from the North Atlantic ports to Europe, and return for the two classes of vessels, or some comparisons of voyages on routes that would give the steamship at least an even chance to make a favourable showing on fuel costs.

"Captain Gatewood expresses the belief that many improvements may be expected in diesel engines of the type fitted in these ships, and while some improvements will undoubtedly be made, there is a question as to how far these improvements will go toward a reduction of maintenance and repair costs.

"If these had been the first marine diesel engine ever built there might be some ground for this feeling, but it must be remembered that these vessels went into service about thirty years after the diesel engine was proclaimed, in 1897, as a commercial success.



—to America and Europe

TRAVELLERS bound for America or Europe avail themselves of speedy and comfortable service when they go Canadian Pacific.

The White Empresses are the largest, newest and fastest liners on the Pacific. They cross from Yokohama to Vancouver in 9 days; from Shanghai to Vancouver in 14.

These ships connect with the summer trains, "Trans-Canada Limited" and "Mountaineer," at Vancouver, enabling passengers to make the earliest sailing of a Canadian Pacific Atlantic liner.

CANADIAN PACIFIC

NEXT SAILINGS

TO MANILA

TO THE PACIFIC COAST

E/CANADA 5 p.m. Mar. 9th

E/RUSSIA ..NOON, Feb. 12th

E/AsiaMar. 5th

WORLD'S GREATEST TRAVEL SYSTEM



FAR EAST via PANAMA.

AMERICA via SUEZ.

NEXT SAILING

M.V. "THURLAND CASTLE"
on 16th FEBRUARY

For

PHILIPPINE AND JAVA PORTS, STRAITS, COLOMBO,
NEW YORK AND BOSTON.

Excellent Passenger Accommodation.

For Passenger and Freight Information please apply:

DODWELL & CO., LTD.

Queen's Building.

Agents.

Tel. C. 1030.

Modern Steam Machinery
"The Shipping

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination
KARMALA	9,128	15th Feb.	Marseilles, London, Hull, Rotterdam & Antwerp.
*KIDDERPORE	5,334	19th Feb.	Straits, Colombo & Bombay.
MACEDONIA	11,120	1st Mar.	Marseilles & London.
KASHMIR	8,585	8th Mar.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KALYAN	9,144	15th Mar.	Marseilles, London, Hull, Rotterdam & Antwerp.
*ALIPORE	5,273	19th Mar.	Straits, Colombo & Bombay.
RAWALPINDI	16,619	26th Mar.	Bombay, Marseilles & London.

*Cargo only.
Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

		1930	
TALMA	10,006	8th Feb. 3 p.m.	Singapore, Penang & Calcutta.
*SHIRALA	7,841	12th Feb. 3 p.m.	Singapore, Penang & Calcutta.
TAKIWA	7,936	25th Feb.	Singapore, Penang & Calcutta.
TILAWA	10,006	11th Mar.	Singapore, Penang & Calcutta.
TALAMBA	9,018	14th Mar.	Singapore, Penang & Calcutta.
* Calls Rancon.			

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

		1880	
*TANDA	6,956	28th Feb.	Manila, Sandakan, Thursday Island,
ST. ALBANS	4,500	4th Apr.	Townsville, Brisbane, Sydney &
NELLORE	6,853	2nd May	Melbourne.

* Calls Port Holland.

*Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong
to Australia.

The E. & A. S.S. Co. Ltd., steamers will also call at Shanghai, Hilo,
Cebu, Kolambungan, Tawao, Timor, Darwin, or other ports en route as in-
ducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to London via Suez Canal.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

1930			
*ALIPORE	5,273	11th Feb.	Shanghai, Moji & Kobe.
KALYAN	9,144	15th Feb.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,006	20th Feb.	Amoy, Moji, Kobe & Osaka.
TALAMBA	9,018	21st Feb.	Amoy, Moji, Kobe & Osaka.
RAWALPINDI	16,619	28th Feb.	Shanghai, Kobe & Yokohama.
TAKADA	6,949	7th Mar.	Amoy, Moji, Kobe & Osaka.
ST. ALBANS	4,500	11th Mar.	Moji, Kobe, Osaka & Yokohama.
MALWA	10,980	14th Mar.	Shanghai, Moji, Kobe & Yokohama.
*NAGPORE	5,283	17th Mar.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,006	22nd Mar.	Amoy, Moji, Kobe & Osaka.
*BETANAN	7th Mar.	27th Mar.	Shanghai, Moji, Kobe & Yokohama.
RAJPUTANA	16,619	28th Mar.	Shanghai, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.,

P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and
IRON FOUNDERS. All work done to the highest standard of excellence.
We have over thirty years' experience. We own two Shipyards and can
accommodate any craft of 200 tons tonnage.
SHEWAN TOMES & CO. LTD. Agents. 44, Connaught Road Central, Hong Kong. Tel. Central No. 455.
SHEWAN TOMES & CO. LTD. Agents. 44, Connaught Road Central, Hong Kong. Tel. Central No. 455.
SHEWAN TOMES & CO. LTD. Agents. 44, Connaught Road Central, Hong Kong. Tel. Central No. 455.

CONSIGNEES

NOTICE TO CONSIGNEES.
THE BEN LINE STEAMERS, LTD.
From ANTWERP, LONDON
AND STRAITS.

The Steamship, "BENLEID"
CONSIGNEES of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the hazardous
and/or extra hazardous Godowns of
the Hong Kong & Kowloon Wharf &
Godown Co., Ltd., whence and/or
from the wharves delivery may be ob-
tained.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
12th inst. will be subject to rent.
All claims against the steamer must
be presented to the Underwriter on or
before the 28th inst., or they will not
be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
11th inst. at 10 a.m. by Messrs.
Goddard & Douglas.

No Fire Insurance has been effect-
ed.
Bills of Lading will be countersign-
ed by
GIBB, LIVINGSTON & CO., LTD.,
Hong Kong, 5th February, 1930.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Motor Vessel, "ESQUILINO"

From Trieste, Venice, Brindisi,
Spalato, Fiume, Port Said, Suez, Bala-
sana, Karachi, Colombo, Penang &
Singapore.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the hazardous
and/or extra hazardous Godowns of
the Hong Kong & Kowloon Wharf &
Godown Co., Ltd., whence and/or
from the wharves delivery may be ob-
tained.

Optional Cargo will be forwarded
unless notice to the contrary be given
before 3rd instant.

No claims will be admitted after
the Goods have left the Godowns, and
all Goods remaining undelivered after
the 10th inst., will be subject to rent.
All claims against the vessel must
be presented to the Underwriter on or
before the 20th inst. or they will not
be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
10th inst., at 10 a.m. by our surveyors,
Messrs. Goddard & Douglas.

No Fire Insurance has been effect-
ed.

Bills of Lading will be countersign-
ed by

DODWELL & CO., LTD.,
Agents.

Hong Kong, 3rd February, 1930.

THE BEN LINE STEAMERS,
LIMITED.

From MIDDLEBROOK, LONDON,
STRAITS & MANILA.

The Steamship, "HENAYON"

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the hazardous
and/or extra hazardous Godowns of
the Hong Kong & Kowloon Wharf &
Godown Co., Ltd., whence and/or
from the wharves delivery may be ob-
tained.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
12th inst. will be subject to rent.
All claims against the steamer must
be presented to the Underwriter on or
before the 27th inst. or they will not
be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
12th inst. at 10 a.m. by Messrs.
Goddard & Douglas.

No Fire Insurance has been effect-
ed.

Bills of Lading will be countersign-
ed by
GIBB, LIVINGSTON & CO., LTD.,
Hong Kong, 6th February, 1930.

BRITISH WUCHOW LINE

SAILING DATES FOR FEBRUARY, 1930 (Subject to change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 1.30 p.m.

S.S. "TAI HING" [1,008 tons—Capt. Trot.]

S.S. "TAI MING" [649 tons—Capt. G. J. Spink.]

FEBRUARY

MON. 10th FRI. 21st SAT. 8th TUES. 18th

SUN. 16th WED. 25th THURS. 14th MON. 24th

Regular Service of Fast, High Class River Steamers Having Good Ac-
commodation for First Class Passengers. Electric Light and Fans in State-
rooms and Saloon. The S.S. "Tai Hing" is fitted with Wireless.

These vessels leave Hong Kong for Wuchow (via Samshui, Shuihing,
Takling & Dosing) and return to Hong Kong (via same Ports) every five
days.

Fares for round trip (not including meals) \$20. Meals & Wines are
to be obtained on board.

Hong Kong Arrivals and Departures from Ho On Wharf.
For information apply to:—
87, Connaught Road West,
Phone: Central 893.

KWONG WING Co., Ltd.

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

These New Vessels Maintain a Regular Service from

HONG KONG TO AUSTRALIAN PORTS

via MANILA and THURSDAY ISLAND

Through Bills of Lading issued to all Australian, New Zealand
and Tasmanian Ports.

Excellent and Most Up-to-Date First and Second Class Passenger
Accommodation.

HONG KONG TO SYDNEY—19th DAYS.

Steamers: "Changte" Hong Kong, "Taiping" Due to Sail

CHANGTE 11th February 18th February

TAIPING 11th March 18th March

CHANGTE 11th April 18th April

TAIPING 11th May 18th May

For Freight and Passage apply to: BUTTERFIELD & SWIRE

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" Sails from Colombo on or about 9th February.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage apply to:—

DODWELL & CO., LTD., Agents.

Telephone Central 1030.

PASSENGER LISTS

ARRIVALS

Per s.s. "Hakusan Maru" from
Shanghai February 7:—

Mr. K. Ohtani, Mr. M. Yamamoto,
Mr. K. Nagara, Mr. T. Shime,
Mr. W. A. Maxwell, Mr. G. H. W.
Churchill, Mr. T. A. Ross, Mr. G. P.
Lammert, Mr. P. W. Bowner, Mr.
B. A. Basse, Mrs. K. E. Belth, Mr.
C. N. Laird, Mr. C. E. Rankin, Mr.
J. Cassa, Mr. J. W. Gibb, Mr. P. L.
Morphew, Mrs. F. C. Spencer, Miss
M. Ransom, Rev. F. J. Lombard,
Miss E. R. West, Mr. R. M. Cherrill,
Mr. W. E. Peers, Mr. R. Grieve, Mr.
J. D. Hutchison, Mr. F. R. Gammell,
Mr. J. Hunter, Mr. A. D. Suthill,
Mr. M. Pisters, Mr. B. D. Karve,
Prof. D. K. Karve, Miss T. S. Siao,
Mr. M. Melathy, Mr. B. M. Pope,
Mr. R. F. L. Adamson, Mr. H. Sweet-
land, Mr. A. Zahout, Mr. R. J.
Delmos, Mr. K. H. A. Mack, Mr.
T. E. Hall, Mr. R. S. Fockler.

Per R. M. T. Empress of Asia on
February 7:—

Mr. and Mrs. E. Hueschlerath,
Mr. and Mrs. D. G. McAvoy, Major
and Mrs. G. Mennerat, Mrs. A.
Platings, Mrs. R. Hubert, Miss M. R.
Hubert, Mr. and Mrs. F. Buscombe,
Mr. and Mrs. H. Castro, Mr. R.
Castro, Mr. G. Castro, Mr. A. Castro,
Mr. M. David, Mr. E. Creapo,
Capt. and Mrs. W. E. Durst, Master
J. Durst, Miss R. K. Durst and in-
fant, Mr. D. Flores, Mr. A. Jacinto,
Mr. Sind Teodoro, Mr. V. Worcester,
Capt. and Mrs. C. H. Palmer, Mr.
R. Maudea, Mrs. N. Nakashima, Mr.
R. P. Alynno, Mrs. P. Dickinson,
Master G. Dickinson, Mr. J. H.
Crump, Miss Olga Miller, Mr. A.
Nasif, Mr. R. H. Takahashi.

WARSHIPS IN PORT

British warships in port this morn-
ing were:—

In Basin of R.N. Dockyard:
"Tamar," "Sandwich," "Herald,"
"Petersfield," "Iroquois."
North Army: "Sterling," "Storm-
cloud."

West Wall: "Kent" (flagship).
In Dock: "Scarp," "Cicala."
No. 1 Buoy: "Gullfolk."
No. 2 Buoy: "Birds."
No. 3 Buoy: "Bruce."
The only foreign man of war in port
was:—
French gunboat "Argus."

CONSIGNEES' NOTICES

Consignees of cargo on M.V.
"Esquiline" are reminded to take
delivery of their goods which will be
subject to rent after February 10.

Consignees of cargo on s.s.
"Benledi" are reminded to take
delivery of their goods which will be
subject to rent after February 12.

Consignees of cargo on s.s.
"Benayon" are reminded to take
delivery of their goods which will be
subject to rent after February 13.

STEAM OR DIESEL?

(Continued from Page 4.)

one steamship line is using modern
steam machinery.

New U.S. Steam Tonnage
"It seems particularly signifi-
cant in connection with the compari-
sons given in Captain Gatewood's
paper that such companies as the
Export Steamship Co., operating on
very long routes to Mediterranean
ports, both the Matson Line and
Dollar Line, on long Trans-Pacific
routes, and the Grace Line, for the
long voyage to the West Coast of
South America, have all ordered
steam tonnage instead of diesel
tonnage.

"It seems evident from this that
private operators, private Ameri-
can operators at least, have not been
led to faulty conclusion. They
have found by careful analysis that
modern steam machinery is the one
type of machinery that they could
profitably use. The low oil con-
sumptions being obtained on steam-
ships to-day, such as the Dixie,
Virginia and Standandam, indicate
that steam propulsion engineers
have met the objective noted in the
conclusions of Captain Gatewood's
paper. They are to-day able to
furnish steam machinery that not
only is comparable with the fuel
consumption of diesel machinery,
but, from the standpoint of the cost
of the fuel consumed, since, after
all, cost is the important factor, the
steam machinery available to-day
has a lower fuel cost than Diesel
machinery."

HONG KONG TIDE

The tide-table given below has
been obtained by aid of the Tide-
predicting Machine, which includes 40
components for the better prediction
of tides, from the result of the
analysis of the tidal observations,
taken at the Kowloon tidal obser-
vatory under the direction of Dr.
Dobrick during the years 1887, 1888
and 1889.

The times and heights are given
for Kowloon; but they may be used
for the Victoria Naval Yard and
Aberdeen, the differences being very
small.

The times of high and low-water
must not be considered to coincide
with the times of slack-water and
change of current, the two phenomena
being quite distinct.

February 8 to 14, 1930.

DATE	HIGH WATER	LOWER WATER
Feb.	Standard Times	Standard Times
Sat. 8	5 53 3.9	9 38 3.3
Sun. 9	6 51 3.6	10 36 3.0
Mon. 10	7 49 3.3	11 34 2.7
Tues. 11	8 47 3.0	12 32 2.4
Wed. 12	9 45 2.7	1 30 2.1
Thurs. 13	10 43 2.4	2 28 1.8
Fri. 14	11 41 2.1	3 26 1.5

President Liner SAILINGS

WEEKLY TRANS-PACIFIC SERVICE

To San Francisco and Los Angeles To Seattle and Victoria
The Sunshine Belt via The Short, Straight Route
Honolulu to America

Fortnightly sailings on Tuesdays Fortnightly sailings on Tuesdays

Pres. Grant ..Tues. Feb. 11, 8 Pres. Lincoln ..Tues. Feb. 18

Pres. Cleveland ..Tues. Feb. 25 Pres. Madison ..Tues. Mar. 4

Pres. Pierce ..Tues. Mar. 11 Pres. Jackson ..Tues. Mar. 18

\$120, \$112 Special through rates to Europe via

United States and Canada, liberal stop-over privileges for

sight-seeing.

EUROPE AND NEW YORK DIRECT

Fortnightly sailing on Sunday via Manila, Straits, Colombo,
Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York
and Boston.

Pres. Harrison Sun. Feb. 9, 8 Pres. Fillmore Sun. Mar. 9, 8

Pres. Johnson ..Sun. Feb. 23, 8 Pres. Wilson ..Sun. Mar. 23, 8

TO MANILA

Pres. Lincoln ..Feb. 11 6 p.m. Pres. Madison ..Feb. 25 6 p.m.

Pres. Cleveland ..Feb. 15 6 p.m. Pres. Pierce ..Mar. 1 6 p.m.

AMERICAN MAIL LINE

DOLLAR STEAMSHIP LINE

CANTON BRANCH:—4, SEA KEE STREET.

HONG KONG AND MACAO LINE

in Good Speed

S.S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.

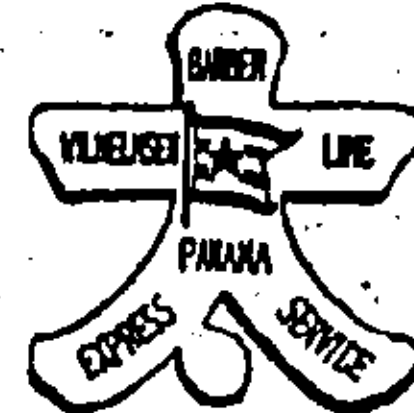
Sailing from Macao at 7.50 a.m.

Sundays excepted.

Freight and Passage apply to:—

CHUEN ON STEAM BOAT CO., LTD.

4, Connaught Road W. Tel. C. 8061.



BARBER WILHELMSEN LINE

TRANS-PACIFIC AND ATLANTIC COAST SERVICE

via PANAMA.

NEXT SAILING

M.S. "TAI YIN"

on 20th FEBRUARY

for

SHANGHAI, KOBE, YOKOHAMA,

SAN FRANCISCO, LOS ANGELES,

NEW YORK & BOSTON

42 Days To New York.

For Passenger and Freight information please apply to:—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone C. 1438.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

Our friend —
THE DOG
be kind to him, and keep him fit!

THE "QUORN" DOG REMEDIES

Condition and Tonic Powders.
They cool the blood, remove all impurities and
act as a tonic to the whole system.
Price: 75 Cents per Box.

SKIN OINTMENT.
75 Cents per Tin.

WORM POWDERS.
50 Cents per Box.

TIC LOTION
(Parasitic). \$1.25 per Bottle
most effective and quite harmless.

Sole Distributors:

A. S. WATSON & CO., LTD.

The Hong Kong Dispensary. Phone C. 16.
The Kowloon Dispensary. Phone K. 19.

AT PRESENT OUTDOOR WORK ONLY

K. FUJIYAMA

PHOTOGRAPHER.

NIGHT PHOTOGRAPHY AND EN-
LARGEMENTS A SPECIALITY.
ENLARGEMENTS CAN BE MADE
FROM ANY PHOTOGRAPH.
NEW, OLD OR FADED.

WEDDINGS AND GROUPS A FEATURE

SPECIAL ATTENTION GIVEN TO
DEVELOPING, PRINTING AND
ENLARGING AMATEURS'
PHOTOGRAPHS AT A VERY
MODERATE CHARGE.

PROMPT DELIVERY GUARANTEED.

I can give you as good results as any Photographer
in the City and better than 95 % of them
TEMPORARY OFFICE:
3rd FLOOR, 117, PRAYA EAST, HONG KONG.



THE COFFEE TASTES
BETTER WHEN IT IS

CORONA
COFFEE.

This Coffee when properly made will produce a RICH
FLAVOURED, AMBER COLOURED and delicious cup
of COFFEE.

Sole Agents—

CONNELL BROS. COMPANY,
David House, Des Voeux Rd. C.

JUST ARRIVED NEW RADIO PARTS.

Coscor Melody Makers Kit,
Coscor Valves, Titan Coils,
and numerous other Radio Parts.

Enquiries Solicited—

ORIENTAL COMMERCIAL CO., LTD.
Bank of Canton Building,

GREAT CLOSING-UP

SALE

All Stocks must be cleared, including
ALL THE NEW SEASON'S GOODS.

To make room for rebuilding our
Premises.

MANY WONDERFUL BARGAINS
ON VIEW.

COME
EARLY
DON'T MISS THIS OPPORTUNITY
YEE SANG EAT CO.

WHITEAWAYS

GREAT
CLEAN-UP SALE
FOR
ONE WEEK

COMMENCING
MONDAY, FEBRUARY 10

STOCKTAKING REVELATIONS

Stocktaking is revealing lots of oddments,
Remnants, soiled and out of date Goods
which we are determined to clear

REGARDLESS OF COST

FRESH BARGAINS DAILY

ALL NEXT WEEK.

PAY US A VISIT DAILY.

WHITEAWAY LAIDLAW & CO., LTD.
HONG KONG.

The China Mail.

[Every evening except Sunday.
Annual subscription, including
postage abroad, H.K. \$35, payable
in advance. Local delivery free.]

Overland China Mail.

[The weekly edition of the "China
Mail." Annual subscription, H.K.
\$18 including postage \$15, payable
in advance.]

Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers,
No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES—
Office: Central 22.
Editorial: Central 4641.
Cable Address:—Mail, Hong Kong.

All communications should be
addressed to the Newspaper En-
terprise, Ltd., to whom all re-
mittances should be made payable.
London Offices:—The Far Eastern
Advertising Agency (London),
Ltd., 38-39, Southampton Street,
Strand, W.C.2.

Hong Kong, Saturday, Feb. 8, 1930.

STILL WATERS

Sir Cecil Clementi's
Blow recent remarks on
democracy attract-
ed as much interest

in his new home as in this Colony. Thus the "Topicist" in the Singa-
pore Free Press gets this off his
manly chest: A rather crushing
blow has been administered to
budding politicians of the Far
East by Sir Cecil Clementi, whose
final words to Hong Kong have
been that "democracy is not a
safe form of Government for the
peoples of the Far East in their
present stage of development." This
will cast a gloom over those
here (in Singapore) who are long-
ing for the day when the, as they
say, present archaic methods of
public representation shall be no
more. But, here (in Singapore) Sir
Cecil will find municipal de-
velopment at least far in advance
of that of Hong Kong, for we
(Singaporeans) fought the battle
of Government control many
years ago and any attempt to re-
vive it will meet with energetic
dispute. Pips or no Pips—That's
the spirit. Sir Cecil was admir-
able in very many respects, but
his ideas on municipal govern-
ment as opposed to a govern-
mental autocracy could not
possibly appeal to all in the
Colony.

A contrary view
An inquiry taken by the
Needed Straits Times,
discussing the franchise
and similar matters, will
possibly appeal to all in the
Colony.

tration had special reference to
Hong Kong, but the trend of
them is hardly likely to inspire
the inmates of the Junior Talking
Shop in Singapore—the Municipal
Commission—with a superabund-
ance of confidence. It may be
that with the pending departure
of its president, who has been
almost entirely responsible for
the good that has resulted from
the activities of the Singapore
Municipal Commission, and the
arrival of a Governor whose
views on the subject are so very
pronounced, we Singaporeans
are on the eve of the much-needed
inquiry into the whole system of
Municipal administration in
Singapore. The Commission has to
be the nearest Singapore has to a
democratic institution and it can
scarcely be quoted as a recom-
mendation for the extension of
the principle. If Sir Cecil
Clementi can bring about such a
reorganisation as will put an end
to the many disturbing rumours
and mysterious comings and go-
ings in the civic life of Singapore
he will perform a second signal
service to this Colony. The first
was rendered when he declared
so bluntly his mistrust of demo-
cratic methods for the adminis-
tration of public affairs in the
East. Any shortcomings in the
municipal body politic of Singa-
pore are, of course, no reason for
condemning the entire system
elsewhere. Singapore, as well as
its Senior Settlement, Penang,
has been well served in the past
by Municipal Commissions and
shall still be in the future!

On the "Topicist" of
the aforement-
tioned paper in Singa-
pore, hopes that all
members of that august body,
the M.C.S., have been taking rid-
ing lessons lately for from what
he hears it is a penchant of their
new Ruler to appear on State oc-
casions a horseback, and presump-
tively the Chief Officials of the
Straits Government have to do
likewise. Aye, 'twill be a grand
sight when they parade. But
how, some may ask, can he assume
the reins of office as an
equestrian unless a horseback?
Still, we have got to go all the
way to Singapore to learn for the
first time that Sir Cecil had a
penchant to appear on State oc-
casions a horseback.

A reader asks for
Children space in this parti-
cular (or not very
"Talkie" particular) column
to express a wish
which, he imagines, the com-
munity in general, will fully ap-
preciate. The recent "Talkie" film

(i.e. "The Hollywood Revue") is
not one for a baby, though bored
and agitated, nor for a child to
hear. This applies particularly
to the Chinese, and in general to
the favoured "gallery." A
Chinese family, husband, wife,
concubine, sons, daughters and,
probably, a three months old
baby, all pay for admission. But
what an amount of disturbance
has to be put up with—
crying, talking aloud, shifting
seats, spitting and possibly a few
more irritatives. Could not a
rule be enforced, something on
these terms—"That children (all
nationalities) under the age of
five, be not allowed to hear a
'talkie' film."—It is all very well
for our correspondent to suggest
the banning of children whether
non-Chinese or Chinese, but he
has evidently no children of his
own. When he has a few bunches
of twins and a few more of
triplets he will want them all to be
"diverted" by a "talkie"—it
would be a change (for the
parents) from having the whole
tribe of little "joys" disturbing
the peace of the home. Why
shouldn't they be allowed to air
their lungs in a "talkie" cinema?
In fact there ought to be a
matinee once a week confined to
bairns under the age of five!

News in Brief

The graves in Sections A, C, and
Flaque Ranges in Kai Lung Wan
East Cemetery are to be removed
six months hence.

A fine of \$5 was imposed on a
Chinese woman at the Kowloon
Magistracy this morning for dump-
ing house rubbish in Tung Chau
Street, Shamshuipo.

The following names have been
added to the Register of Medical
Practitioners: John Edward Hui
Cogan, B.M., B.S. (Glasgow) and
Alfred John Skinn, B.M., B.S.
(Edinburgh).

A report was made to the Police
yesterday of the removal to the
Government Civil Hospital of a
Chinese of No. 70, Canton Road,
who fell whilst on board the S.S.
Tung Lee and fractured his leg.

For keeping a common gaming
den at an unnumbered matchless
south of Austin Road, two Chinese
were at the Kowloon Magistracy
this morning fined \$25 each, while
other participants were fined \$3
each.

Fung On, merchant, of 19, Main
Street, Shaikwan, reported to the
Police yesterday that at about noon
on Thursday, whilst his concubine
was walking between Causeway Bay
and the Lee Theatre, she lost a gold
diamond bangle worth \$135.

As forecast in the Estimates and
the Budget speech a long-felt need
in Kowloon will soon be filled by
Government who will, in the near
future undertake the building of a
maternity ward as an annex to the
Kowloon Hospital. It will be
situated on the eastern side of the
hospital and will be for the benefit
of patients of all nationalities. The
construction work will take two
years to be completed.

FORTHCOMING WEDDINGS

Notice of the following forth-
coming weddings has been given to
the Registrar of Marriages:—
Mr. J. A. Kent, marine engineer
on the S.S. Haldi, to Miss Annie
Cross, 35, Cumberland Road, Kow-
loon Tong.

Mr. Robert Gordon Robertson,
prison officer, Victoria Jail, to Miss
Ivy Clementine Maud Van Dooren,
en route to the Colony by the S.S.
Rawalpindi.

BOMBARDIER'S DEATH

At 9.55 a.m., yesterday, the Water
Police received a message from the
Military authorities to the effect
that Bombardier Richard Fould,
R.A., of the 56th Heavy Battery,
stationed on Stonecutters' Island,
was sent to the Military Hospital
and died on the way.

No intimation was given as to
the cause of death.
Disensions have already revealed
themselves in the extremist party
in India. There are indications
that some members will refuse to
resign from the Assembly and the
Bengal Council.

Another shop murder was dis-
covered on New Year's Eve. The
body of Mrs. Edith Waine, terribly
battered about the head, was found
at the back of her shop in Wake-
field Road, Bradford.

The Royal Cecil has been sold to
Messrs. Shell-Mex Ltd. and is
now being dismantled.

GOOD SERVICES APPRECIATED

TRIBUTES AND GIFTS TO MR.
W. J. STOKES

A FAREWELL PRESENTATION

Mr. W. J. Stokes, the retiring
Local Branch Secretary of the
Marine Engineers' Guild of China,
was last night, at the Guild offices,
the recipient of several handsome
gifts, from colleagues and mem-
bers of the Guild, as a token of
esteem and appreciation of his
services during the past ten years.

Mr. Stokes is to enjoy a short
period of leisure before leaving
the Colony for Australia early in
July. The duties of Secretary to
the Guild will be taken over by
Capt. T. T. Laurensen, D.S.C., the
Secretary of the China Coast Offi-
cers' Guild, who will combine the
two duties.

The Presentations

The presentation on behalf of
the Engineers' Guild was made by
Mr. W. J. Sprinall, who when
called upon by Mr. J. Watson,
Guild Secretary, said:—

Mr. Chairman and Gentlemen:
We are drawn together by a com-
mon impulse, that of esteem and
affection for our acting Branch
Secretary, Mr. W. J. Stokes.

In token of that esteem and
affection I have been asked on be-
half of members of both Guilds
to present him and his wife with
something which will remind them
of all the friends they will leave
behind in China.

This is a pleasant, but at the
same time a sad duty; pleasant
because it is an opportunity of
showing our appreciation of his
long and zealous service, and sad
because it is associated with that
saddest of words "Good-bye."

After many years in the arduous
profession of marine engineering,
Mr. Stokes has rounded off his
active life with ten years of hard
labour in the service of his
brother engineers on the China
coast.

Captain Laurensen has a diffi-
cult task in following a man like
Mr. Stokes, but we know he will
make a good show, and give us
of his best.

Mr. Stokes, is about to retire
to enjoy the leisure he has so
well earned, and we all join in
wishing him and his wife many
years of happiness.

Mr. Sprinall then asked Mr.
Stokes to accept the gifts from
the Guild members, amidst ap-
plause.

The presents took the form of
a silver card-tray, engraved with
a dragon, and inscribed:

To Walter James Stokes.
From members of the Marine
Engineers' Guild of China and the
China Coast Officers' Guild, as
a token of esteem.

The second present was a silver
inkstand, with a dragon's head, in
silver, in the centre, engraved with
the monogram "W.J.S."

Mr. Stokes was also presented
with a substantial cheque, and
Mrs. Stokes with a monogrammed
silk chain bag.

Old Comrades
Capt. Laurensen, in making a
presentation on behalf of "Mr.
Stokes' colleagues, said:—

Mr. Chairman and Gentlemen,
I have been asked by Mr. Watson,
Secretary, Marine Engineers'
Guild of China, to make this pre-
sentation to our retired colleague,
Mr. W. J. Stokes.

There are reasons why I do
not altogether like the position
which I have been requested to
fill this evening with regard to
the Secretaries' gift. First, as a
Secretary I am the most junior
and again I never feel happy
when I have to part company with
a friend.

Mr. Stokes and I have worked
together in the offices of our re-
spective Guilds since December,
1921.

I think those years have cer-
tainly been for me, a period of
very happy associations, of very
cordial co-operation and helpful
assistance, in work which had for
its objective, the improvement of
conditions on the China Coast, for
Officers of both departments of
the Merchant Navy.

There is nothing that I can tell
you with regard to our friend that
most of you do not know, but
generally there is little that you
know about the toil and zealous
labour performed, far into the
night Saturdays and Sundays,
Alike, on your behalf. His enter-
tainment, his recreation, his hol-
iday, was work, or making perfect
more work.

When he was not at work for
the Guild, he gave what little time
he had to various institutions in
the Colony, and what ever he has
undertaken has been done with a
great perfection, peculiar to him
(few).

Deity to him is innate.
Mr. Stokes, on behalf of my
colleagues, Mr. J. Watson, Mr.
W. J. Kirby, and myself, I have
very great pleasure in presenting

you with this clock, which has
the chime of Big Ben, in very
mellow tones.

It will remind you of London
town, bring back thoughts of the
days when you were a little
younger than you are now.

This time piece, I hope will
cheer your heart and home with
pleasant memories of the many
friends you have made in the Far
East, by your fearlessness in the
cause of right and keen sense of
fairplay.

May you live for many years in
good health to enjoy the happy
retirement, you have so well ear-
ned. (Applause.)

The clock bore the inscription:

Walter James Stokes.
From his colleagues,
T. T. Laurensen,
J. Watson,
W. E. Kirby.
Hong Kong, January, 1930.

Mr. Stokes' Reply

Mr. Stokes, in reply said:
Mr. Chairman and Gentlemen,—
I don't think I can thank you.
Not because I won't for the
moment, but my feelings are so
worked up with your kindness and
forethought that I cannot say
what I would like. It is a ter-
rible wrench to go away and lose
what is practically my life, and
even my life, after ten years.
When I first came here I was
afraid I would be a most abject
failure. I had no idea what the
Secretary's job was, and was for-
tunate in getting broken in
straight away. I came down here
on November 10, and started on
the 12th. I didn't know how
much work there was until I got
to work.

Continuing, Mr. Stokes paid
tribute to Captain d'Oliviera,
who he said at that time
was like a school teacher to
him. He also recalled the
strenuous days of arbitration,
when after nine days continuous
work, a settlement was arrived at
between officers and owners.
As regards the presents, they
were more than he deserved. He
had failed many times, and had
yet received encouragement, only
to fail again. "I knew that the
people I was working for were
more satisfied than I was."

The Change-Over

Speaking of the change-over in
secretaries, Mr. Stokes urged that
solidarity was absolutely essen-
tial. It was necessary for the
members to work together to
achieve success. "There has been
criticism about Captain Laurensen
taking my job. Well, we have
worked together for ten years, and
never had a cross word.
"You are" by your profession
mathematicians, and know that
two heads are better than one.
If the two Guilds work together,
and interlock, there is no room
for anyone to come between you.
Times are hard in China, and get-
ting even harder, which is all the
more reason you must stick to-
gether.

Captain Laurensen

"It has been said that possibly
Captain Laurensen being a sailor
and not an engineer, he may have
a leaning towards his own side.
After ten years with him, I can
say that he is not an engineer,
but the next best thing, a good
sailor (Laughter). More than
that, he is a gentleman. I know
that in any case of trouble, Cap-
tain Laurensen will lean to the
other side. (Applause.)

Vale
"It has been a glorious time
to work with you people, and to
know that on some few occasions
we have managed to get away
with it, and this has often been
due to Captain Laurensen.
"Gentlemen, I thank you for
saying 'Good-bye' in this glorious
fashion." (Applause.)
Captain Laurensen: I feel I
must say something in reply to
Mr. Stokes' kind remarks. I
don't know how to say it, but
what I do say is "Thank you, very
much, Mr. Stokes." (Applause.)
The gathering concluded with
musical honours for Mr. Stokes.

NAVAL RELIEFS

H.M.S. Vindictive is due to leave
United Kingdom on February 26,
and is expected to arrive at Hong
Kong on April 23 with relief for
H.M.S. Tamar, Peersfield, Irroquois
and the British gunboats on the
Yangtze.

Ten Years Ago

[From the "China Mail,"
February 8, 1920.]

The S.S. War-Coronet was
launched at noon to-day from the
building yard of the Talkie
Docks, the naming ceremony be-
ing gracefully performed by Mrs.
G. M. Dodwell as the vessel con-
tinued to move down the ways.
The vessel is the fourth of
three 8,000-ton deadweight stand-
ard steamers built by the Com-
pany to the order of the Ministry
of Shipping.

HONG KONG \$ DIRECTORY

for
1930

WILL BE READY EARLY
IN FEBRUARY

ORDER YOUR COPY
NOW

THE HONG KONG DOLLAR DIRECTORY CO.
3A, Wyndham Street, Hong Kong.

China Mail

ESTABLISHED
1846

READERS, AMATEURS OR NOT, ARE
INVITED TO SEND PHOTOGRAPHS
AND ILLUSTRATIONS TO THE
EDITOR OF THE "CHINA MAIL"
FOR INSERTION IN THIS PAGE,
SUBJECT TO HIS DISCRETION.

PICTURES TO BE RETURNED
SHOULD BE CLEARLY MARKED
THUS, WITH THE SENDER'S NAME
AND ADDRESS, IDENTIFICATION OF
THE PERSON OR EVENT SHOULD
BE CLEARLY AND BRIEFLY SET
OUT.

HONG KONG \$ DIRECTORY

for
1930

WILL BE READY EARLY
IN FEBRUARY

ORDER YOUR COPY
NOW

THE HONG KONG DOLLAR DIRECTORY CO.
3A, Wyndham Street, Hong Kong.

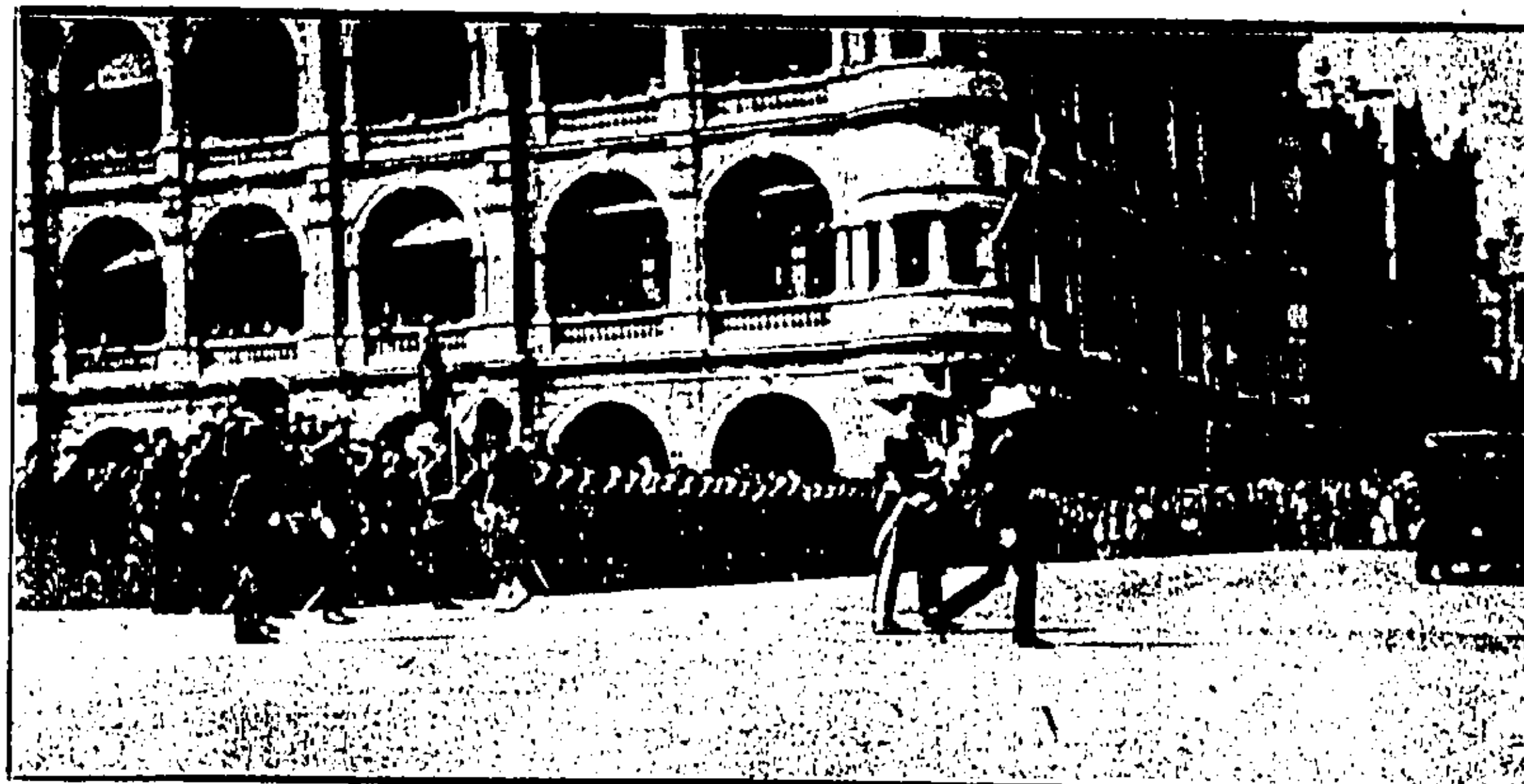
SATURDAY, FEBRUARY 8, 1930.

PIONEER ART SUPPLEMENT.

7



TEXACO TRUCK FUELLING COMPETITORS—before the start of the motor cycle reliability trial at Kowloon at midnight on Jan. 31 which provided abundant thrills for those who took part in this always interesting contest.



HIS EXCELLENCY the Governor preparatory to inspecting the Guard of Honour provided by the Royal Navy on the occasion of his departure.



(Above)—J. E. WILSON (Gillet-3½) about to leave Kowloon on the 225 reliability trial.



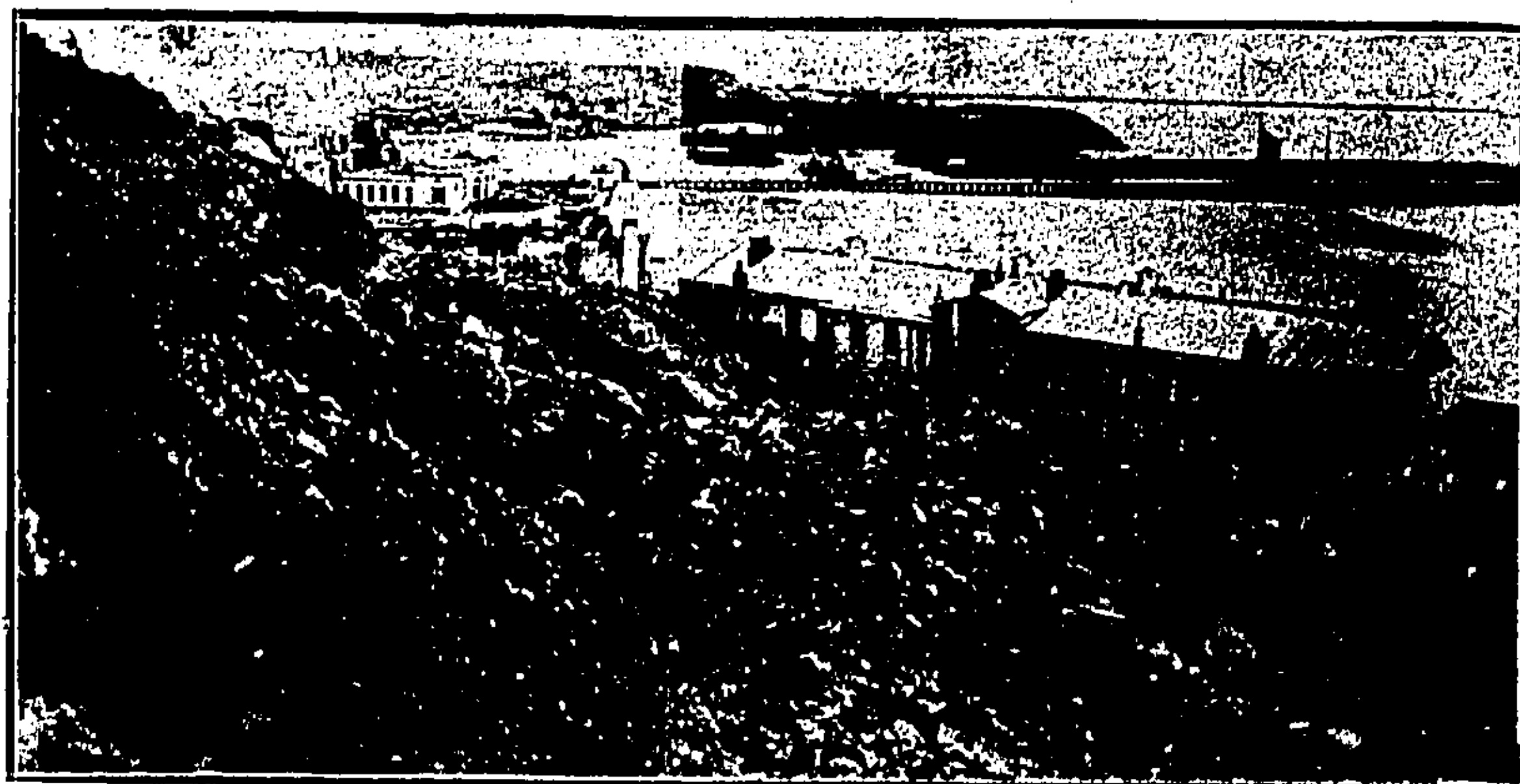
HIS EXCELLENCY the Governor (Sir Cecil Clementi, K.C.M.G.) in preparation of inspection of the Guards of Honour, prior to his departure for Singapore on February 1.



(At left)—CARDINAL PACELLI is expected to replace Cardinal Gasparri as secretary of the Papal State, Rome, Italy. Cardinal Gasparri, who is 74 years old, has long considered retiring and has several times offered his resignation to Pope Pius, but each time remained at the Pope's earnest solicitation.



C. L. GREGORY (Monet and Goyon—500 c.c.) He failed to complete the course, a broken chain causing his retirement in the early stages.



GIANT LANSLIDE.—Owing to the recent terrific gales, thousands of tons of earth overlooking the St. Beuve Boulevard, Boulogne, are sliding inch by inch into the sea, threatening the Hotel Imperial and houses in the vicinity. The hotel is being emptied of furniture.—(Sport and General).



STRATHLORNE, ridden by Mr. T. C. T. Beck, winner of the Fox Hunters' Cup (Heavyweight) Fanning Steeplechase Chinese New Year's Eve Meeting.



PRINCESS GIOVANNA OF ITALY, concerning whom an impending engagement to King Boris of Bulgaria is rumoured. The Princess is a daughter of the King and Queen of Italy.—(Sport and General).



"THE ROUGH RIDERS"—Featuring Charles Farrell and Mary Astor in a Paramount special production, now showing at the Majestic Theatre, Kowloon.



BACHELOR KING.—Reports that the engagement of the King of Bulgaria, Europe's bachelor king, to Princess Giovanna, third daughter of the King and Queen of Italy, is impending, are contained in messages from Sofia. King Boris of Bulgaria.—(Sport and General).



MRS. L. DUNBAR presenting the Fox Hunters' Cup to Mr. T. C. T. Beck at Fanning on February 2, 1930.



Military Style Coat



The jaunty cape, worn over one shoulder of the brown and tan caracul coat, gives a military air to the costume. This style, with rolling collar and flaring sleeves, is very youthful and popular for the day-time hours.

SOCIAL PECCADILLOES

We all commit them. Even people who pride themselves on their good manners are often guilty of the "little sins."

The woman who does not immediately write a letter of sympathy on hearing of a friend's death; a letter of thanks to people who have entertained her; a letter of apology for a broken engagement... this woman is rude, but she errs through thoughtlessness rather than through lack of breeding.

There are, however, other breaches of good manners which are inexcusable. Mrs. X. will talk to you about "Mr. X." She never calls him "my husband," although she speaks of "my brother" or "my son," when discussing some other masculine relative. The Misses O. will insist that you take something from every plate on the table; perhaps they will even force you to take a second helping, though you protest that you have already had sufficient.

Lydia will not say "good-bye"—and go!

Talking "shop" is unpardonable at a social gathering. Yet how many women who are interested chiefly in clothes will discuss nothing but dress? Those with a passion for some hobby or other will insist on talking about it to the bitter end. The sports-mad girl finds no other topic of conversation... all are examples of the way in which sheer bad form can spoil any party.

Fanny Burney, in her novel "Evelina," describes very graphically the pain ill-breeding gives to a sensitive mind. A true woman is never vulgar. She puts you at your ease, she is interested in your

POOR PEOPLE

Some Interesting Reminiscences

An old lady writes from a little country town that when people complain of lack of progress in our age they should have seen conditions forty or even thirty years ago, which were taken more or less for granted. It was an accepted thing that really poor children should be barefoot. They went to school with bare feet in the worst kinds of weather, and sometimes shoes—old ones, of course, and usually the wrong size—were given them so that they could come to church or Sunday school. It was considered rather kind of people to provide shoes for people whose destiny it was to have none. At Christmas luxuries of this kind were provided, together with oranges and apples. As regards food, charitable people made dishes which they distributed. These were the soups and jellies of village life. Bones were given away, though the reprehensible poor very often did not make of them the good soup they might have had. One old woman used to come up every week for tea-leaves, which were saved for her and which made for her the only tea she had.

There were such different clothes in the different statuses of life that clothes given away were generally rather disfiguring. They were too big or too long, and some people had little discretion and gave away things which were wholly unsuitable for the purpose for which they were used. For the children poor parents had little time to cut them down and they were worn as they were. Again, it was the thing for the "poor child" to be rather disfigured by clothes. One of the greatest changes is not only in the fact that every one is shod, but that they are shod in a becoming way. Also the children who pour out of the elementary schools now look as smart and trim as the children of any school, with whom it is also the tendency to wear a uniform exactly suited to its purpose. —H. in Manchester Guardian.

NEW ENSEMBLES

Coats and dresses that combine ensembles include fine linings, crepe de Chine, or Shantung gowns, worn beneath linings or tweed coats. The coats are cut on simple but elegant lines, with distinctive details such as side fastenings, quaintly shaped pockets, scarf collars, and unusual necklines. A typical model—and one that illustrates the prevalent lace-jersey vogue—comprises a navy blue coat fastening down one side with a single row of the same coloured buttons, worn over a dress of fine lining that shades from pale yellow to deep orange. This is not the ordinary shading process, but is achieved by shadings of different tones superimposed one above the other in charmingly artistic diagonal lines from hem to neck. It is at the neck that the lining melts, so to speak, into a subtle lace-jersey yoke, terminating in the same diagonal points that break the dullish surface characteristic of so many "ombre" materials. The lace-jersey reappears in a scarf that is passed through a wide slotting cut across the front neckline of the coat.

affairs and not sternal talking about her own home and children. She does not lavishly praise her friends to their faces, she does not gush—and she knows when enough has been said.

Drury Lane Pantomime



For the first time for many years, the famous Drury Lane Theatre, the home of spectacular Pantomime productions, staged "The Sleeping Beauty" for last year's Christmas pantomime. A talkie film of a rehearsal of the pantomime was made for Pathe Sound Pictorial. The "Pantomime King," Mr. Julian Wylie, the famous producer, is seen seated at table watching the pretty chorus at rehearsal. —(Sport and General).

LONG OR SHORT?

The battle of skirts has by no means reached a decisive conclusion.

While the leading dressmakers' flat ordering trailing gowns appears to have been obeyed as far as fashionable evening entertainments are concerned, it has been completely disregarded for day wear, and women writers continue to urge their readers not to be forced by fashion into wearing garments which they condemn as ugly and unhealthy.

German women are reported to have definitely rejected the return to long skirts.

EVENING GOWN MODE

There is a new movement to be specially noted in evening gowns; an effective sort of "waft," as it were, achieved by long slender panels cleverly attached to backs of dresses in various ways. They fall from the shoulders in a series of tabbed ends all the way down a back, or they are cut in one with a bodice at the middle of the back, where they are lightly knotted before they stream outwards. The "movement" is really charming, and seems to glide with the wearer. Obviously, however, it is limited to the more ephemeral materials such as tulle, chiffon and lace.

POPULAR SPORTS WEAR

Two-piece ensembles are still the popular theme for sports wear, the dress as a rule being simply trimmed with a narrow leather belt round a yoked hip line. Beige crepe de laine is frequently used for both jumper and two-piece styles.

Line, of course, is the principal characteristic of all such clothes, and, though it is simply detailed in sports models, it is none the less an unmistakably rhythmic quality, typically expressed, for instance, in fine tucks raying outwards from the length of the skirt to the hem on either side of an inverted box pleat.

When there is a combination of colour mixtures, sweaters, scarves, and bags are so devised as to continue the same design and colouring.

INTRIGUING HATS

There are some intriguing braided hats for wear with tailored suits. These novel millinery models may be in very fine straw or fabric, but they are braided all over in such a way that the effect is of finest embroidery.

SHOE LORE

The shoe manufacturers have been busy with new ideas. Beige shoes are finished with coral kid. Straps and edgings of corded silk adorn other kid models. Heels are obviously a debatable point, as heights vary considerably.

Equestrienne Costume



Stars of Hollywood have taken to horseback riding, so that the heading air brings many of them on the bridge path. Above is pictured an excellent horsewoman, a New York riding champion, in a dark brown coat and hat, with white riding boots and riding crop.

SOME BEAUTY TIPS

For closing enlarged pores without leaving unsightly marks, massage with stale bread is particularly helpful. Begin by bathing the face for about ten minutes in hot rain-water lather. Rinse in two or three changes of water, each time lowering the temperature until the final bowlful is just tepid, when a few drops of eau-de-Cologne should be added. Instead of drying on a towel, remove the moisture by means of thin pieces of bread laid in the palm of the hand. As the tissues of the face are moved lightly, the skin is invigorated, and the gentle massage effectually closes the pores, leaving neither scar or blemish. Skin blemishes often present a last-minute problem. Any slight discoloration can be concealed by rubbing with glycerine and lightly powdering. A largish "blotch" is best dealt with by touching it with peroxide of hydrogen and concealing it beneath a beauty-patch of black silk court plaster, but in a small circle, or diamond shape.

Radiant solution, too, for a last-minute eye-bath. There is no need to emphasize the importance of bright eyes as potent as dark hair for the dancing girl or the actress.

TRAVEL CLOTHES

Some Both Smart And Practical

Gone are the days when we wore out our garments to "travel in." The worst of the wardrobe generally appeared on quays and railway platforms—in winter one saw an array of mangy-looking fur wraps and tweeds, with boots and gloves of the oldest!

How luxurious travel requisites have become! The delicious camel-hair or fur rugs, foot muffs of silk and fur, pillows, gay peignoirs, and the pullman pyjamas—all such things that can be tucked away into the pockets of a light and practical silk and leather cushion.

One can appreciate the modern method of eliminating meaningless and unnecessary paraphernalia, though fashion leaves us all sorts of charming travel accessories, that certainly add to comfort and help the appearance by air, road, sea, or railway.

Joy of Wool

The mid-season collections give us many pleasing wool specialties. For a long journey what is better than a softly-woven fabric? Some shaded effects are interesting—several ensembles are composed of checked or striped jerseys, woven and alternating with plain fabrics.

Blue and grey (dark navy and iron grey) and beige and brown are better colours for travel than even the chic black. Navy is undoubtedly creeping into its definite place for next year's fashion. A navy flannel frock with a blouse-like bodice pouches over a grey suede belt, and ties at the neck with a large spotted grey and blue tie. To go over this is a navy cardigan, with a border of pin tucks as a trimming, worked with inserted stitches of grey wool. Then there is the top-coat of navy velours, lined grey fleece, and collared with grey caracul. It will be wisdom to take navy serge or flannel for day wear abroad.

A grey-and-black suit in tweed also looks well with one of the new long semi-fitted seamed capes with a scarf collar of its own.

For Paris is again making valiant efforts to force the cape vogue on us, and certainly of late has given us some charming examples. For travelling especially there are some new soft tweed coats, lined fur, that have attached cape-backs, or semi-fitted cape sleeves. They ensure a certain amount of extra warmth, which is all to the good.

The big top-coat is so very important and expensive nowadays that it is generally wise to select some neutral shade that will look well over several frocks and suits. Then it should be spacious enough to go over any cosy ensemble, and on fairly slim women the extra cape is smart. A walking coat, in fine peach colour, has a three-tiered (highwayman's) cape of the cloth with self-edge border, and is cut double-breasted, fastening with four large pearl buttons.

The seamed, slightly waisted effect gives a hint of change, and is a variation from the straight slim line. Flannel is worn at Palm Beach and on the Riviera. Champagne, peach, and pale-green flannel make extremely effective colours for the sun, with sober-grey for morning wear and when skies are dull.

Straw and Felt

A new fabric is a loosely woven striped hopsack, far softer and more like a tweed than these usual canvas sort of materials. The methods in weaving provide novel touches to familiar fabrics, the loosely woven "rakes" being undoubtedly softer.

Paquin has a new coat in dark and light grey; others in mottled beige and red, with clever shaded

(Continued at foot of preceding Column).

Satin Dress



Luminous black satin is used for the evening gown which has found favour in New York. The dress reveals a princess foundation with circular collar outlining the décolletage neckline and matching circular ruffles forming the three-tiered skirt.

DRESSES AND WRAPS

Whether the occasion be dinner, the opera, or the theatre, the rule for the evening ensemble seems to be a simple dress and an elaborate wrap. Charming frocks of black varnished lace are worn beneath handsome broadened and lame capes of green and gold, Chinese red, and silver and black, trimmed with high short collars of black, grey, beige, or white fox fur.

Dresses of plain georgette and chiffon are also worn under sumptuous wraps. Net gowns, however, better express the more recent mode. Women past their first youth look wonderfully well in net gowns of lavender, soft purple, or Bordeaux red, under velvet wraps in darker hues, trimmed with black or grey fox.

Almost without exception, wraps are draped about the figure. Some have shoulder yokes. Others have scarves, hoods and loosely devised ruches. Wraps, in a word, are more "decorative" in the evening than are the dresses accompanying them.

IN THE DARK

Have you seen the new fashion for ladies' finger-nails that has come from the imagination of coiffeur? No more henna, no more dye; but, instead, luminous mother-of-pearl coatings that make the nails glow in the dark and shine in the daylight. They look queer in the gloom of the theatre.

ALEXANDER'S INSTITUT DE BEAUTE



For the best Permanent Finger & Marcel Waves, Hair Cutting and Manicure for Ladies & Gentlemen, Pedder Bldg. 1st floor, Room 5 Tel. C. 5169. Opposite entrance H.K. Hotel.

Pamela

13, Queen's Rd. C.

next to St. Francis Hotel.

Have a Large Selection of Ladies' Dresses, Ensembles, Hats, Gloves, Sunshades and Afternoon Gowns

FOR THE RACES

Dressmaking and Millinery.

This will be attended to as a special department at reasonable charge with smartest cut and style guaranteed.

MAISON de MODES

M-me D'Oby.

PARIS.

HONG KONG.

SHANGHAI.

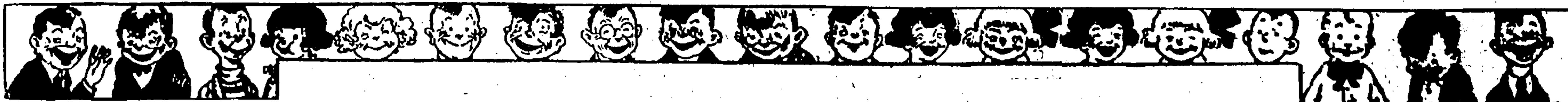
Has now on display a beautiful selection of EVENING GOWNS—AFTERNOON & SPORT DRESSES—COSTUMES—COATS—FURS

NOVELTIES

Orders taken for Ladies' Dresses, Coats, Costumes, and Hats.

Tai Ping Bldg.

18, Queen's Rd. C.



WING FONG
EXPERT TAILOR

14, Wellington Street
Telephone C. 5257.

PHOTO - SUPPLIES

Kodaks and Cameras.
Films, Plates and Papers, etc.
Developing, Printing and
Enlarging.

ZEISS and BUSCH
FIELD GLASSES
Price Moderate.

A Trial Order is Solicited.

A. SEK & CO.

Tel. No. C. 3459.
28A, Des Voeux Road C.
Hong Kong.

REALISTIC

The realistic Method is altogether new—a new way of winding the hair, from the ends toward the scalp—a new wave—softer, smoother and more natural.
Arrange TO-DAY to have your Realistic Permanent Wave—or Rewave.
YAYOI BEAUTY PARLOUR
20, Wyndham Street.

FOR QUICK REPAIRS

FIAT GARAGE

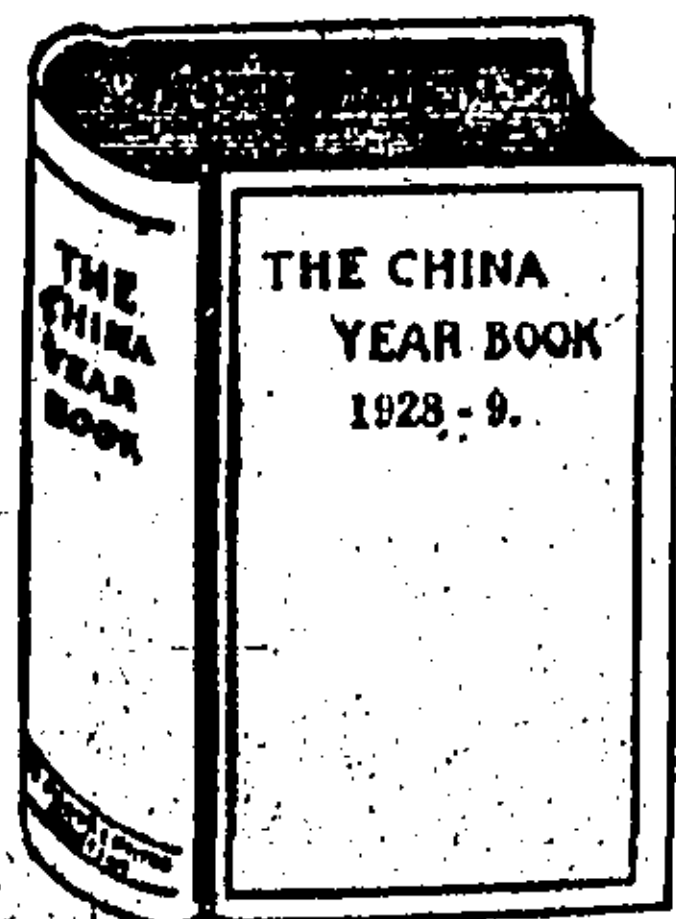
67A, 67B, Des Voeux Rd. C.
Tel. C. 4821.

NOTICE TO SHIPOWNERS, MASTERS & AGENTS.

The Yuen Wo Seamen's Institute always has men available to ship as watchmen, seamen, &c.
Our men are employed by the leading passenger lines. We guarantee satisfaction.
Please phone or call: —
K.661 — No. 2, Saigon Street, Yaumati or
C.2560 — No. 36, Tung Man Street.

For reliable date on China's Shipping, Education, Railways and Geography.

Consult



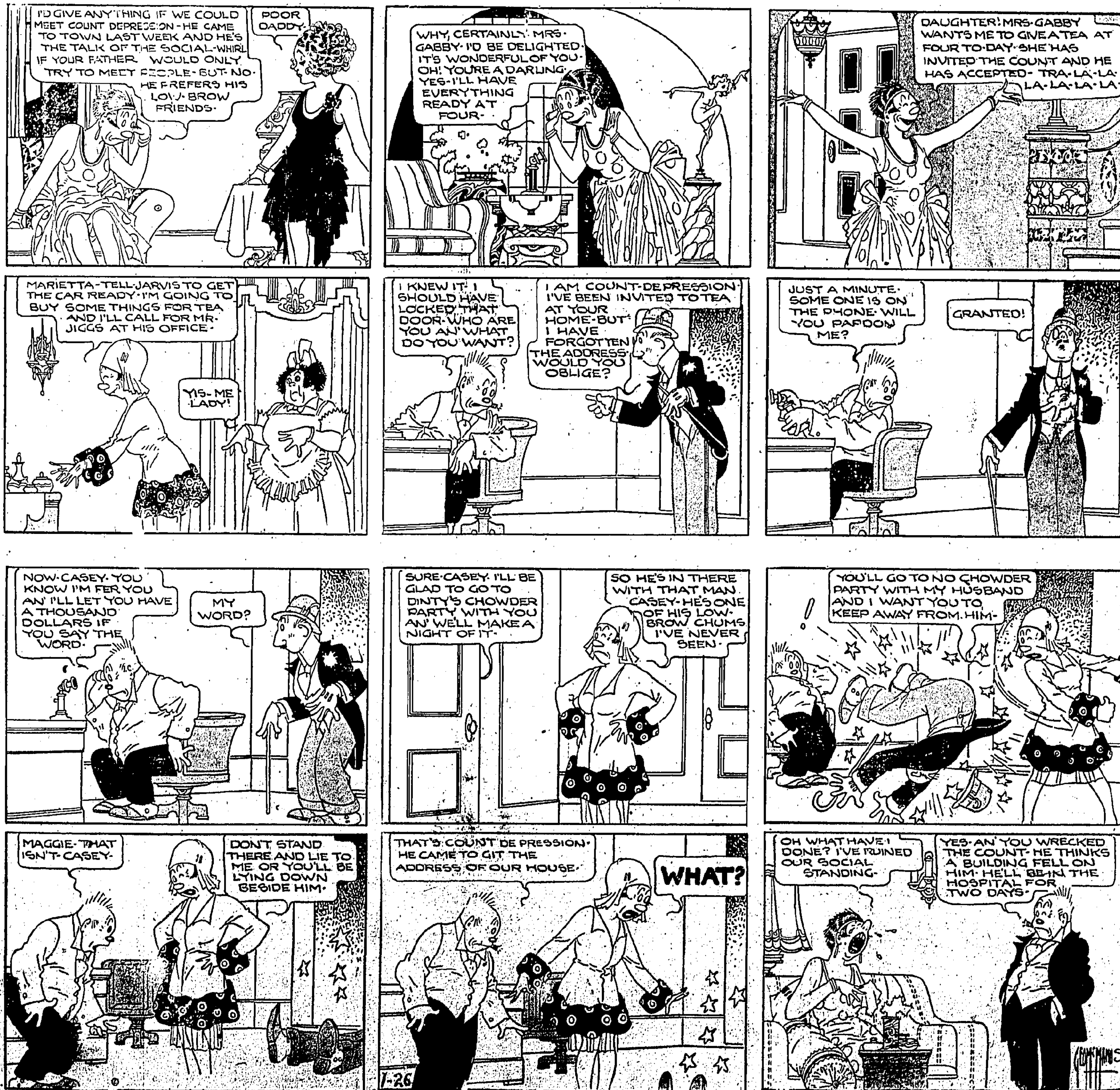
Obtainable at:
KELLY & WALSH, LTD.,
HONG KONG.

PRICE: \$15.00.

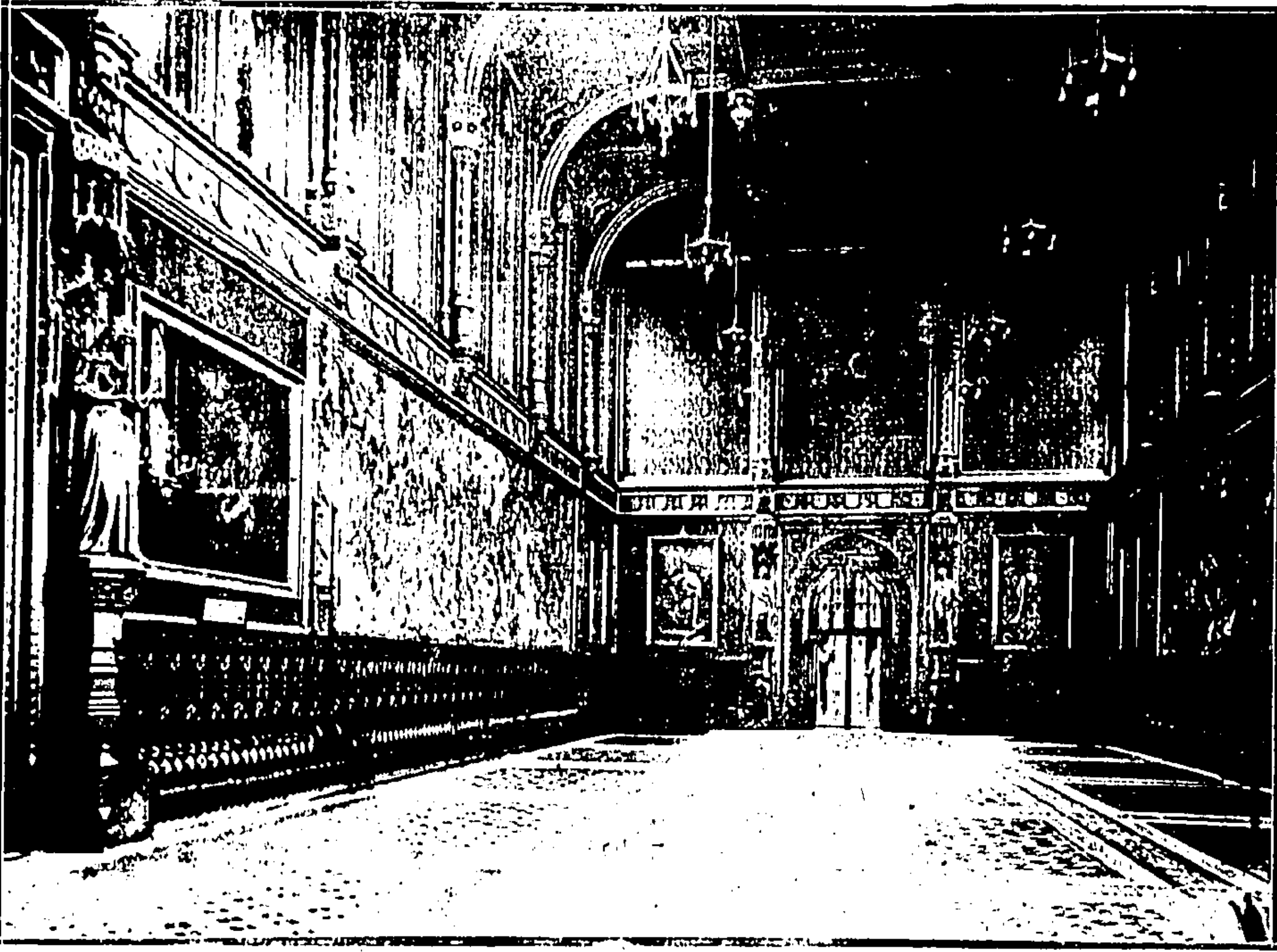
Rosie's BEAU
Geo. McManus



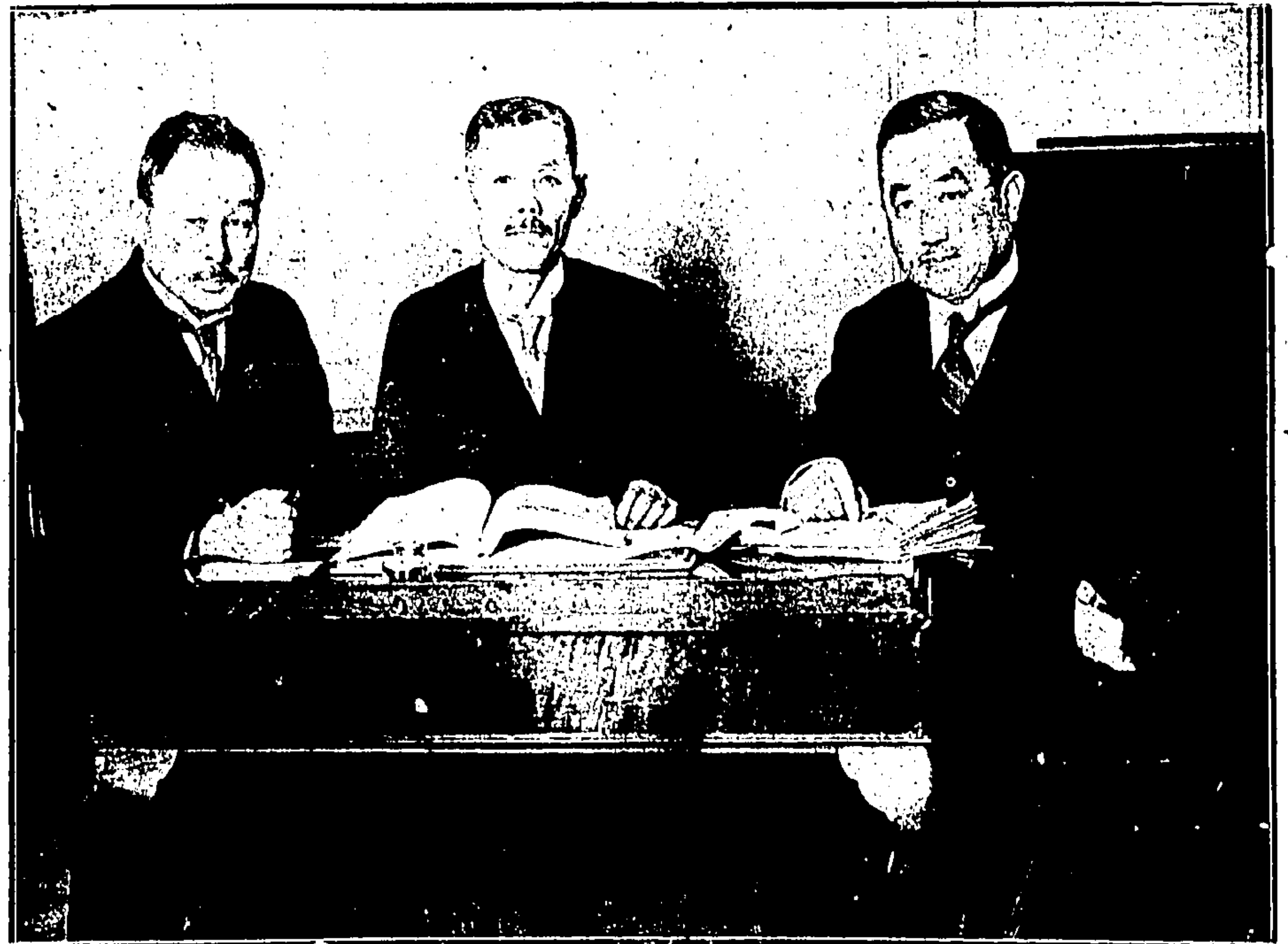
Bringing Up Father



Pictorial News of the World



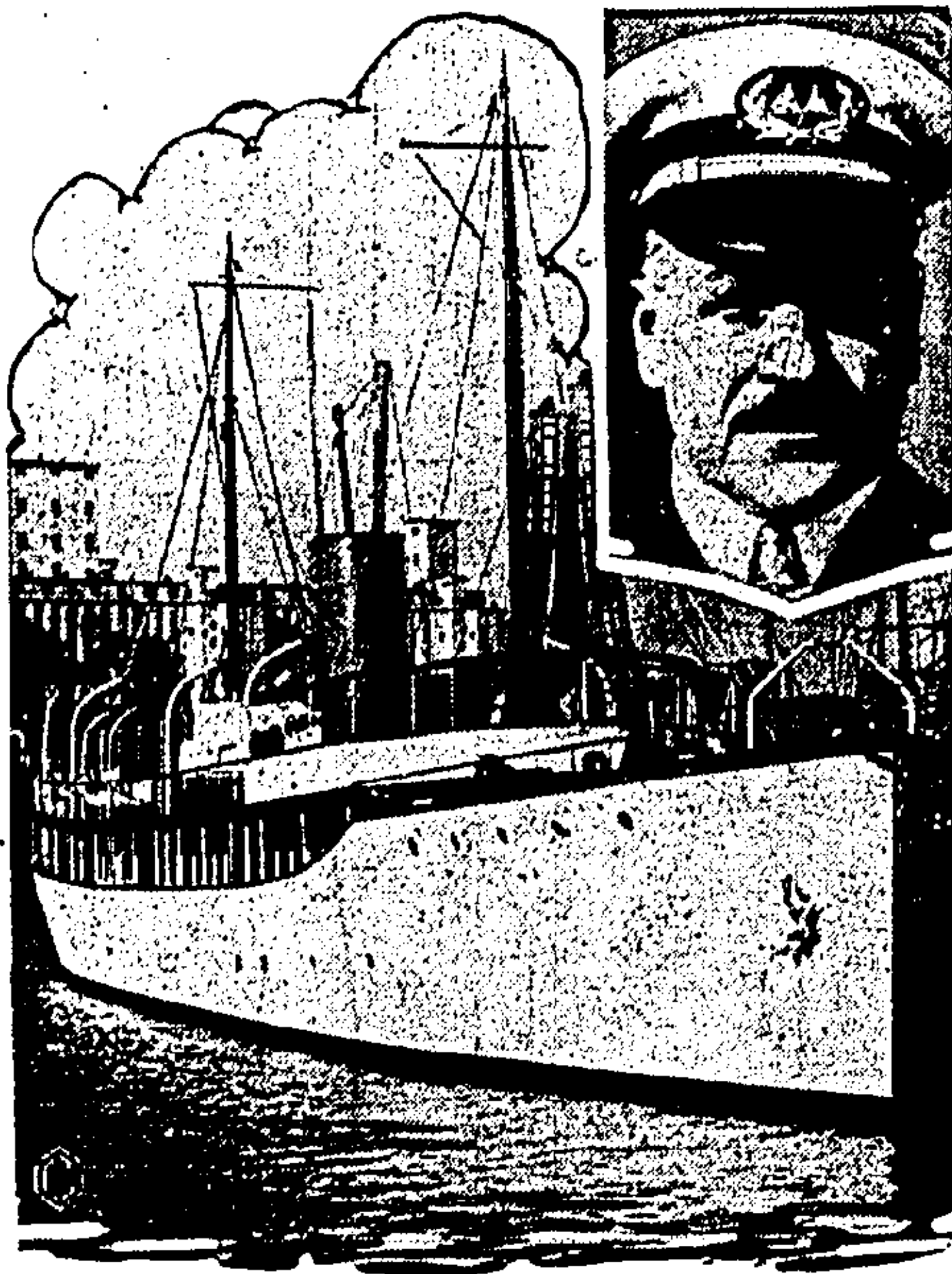
THE ROYAL GALLERY, House of Lords, London, where His Majesty the King opened the Five-Power Naval Conference on January 21. General view of the Royal Gallery. The oblong picture on the left is where H.M. the King sat for the Conference.—(Sport and General).



THE JAPANESE DELEGATION to the Five-Power Naval Conference now being held at St. James's Palace, London, has a preliminary conference! Left to right:—Admiral Takarabe (Minister of Marine), Mr. R. Wakatsuki (ex-Premier of Japan and Chief Delegate) and the Japanese Ambassador in London, Baron Tamao Matsudaira.—(Sport and General).



AN INTERESTING portrait study of Mrs. Franklin Mott-Gunther, wife of the American Minister to Egypt. Before her marriage she was Louise Bronson Hunnewell, of New York. Her husband was previously Counsellor of the American Embassy at Rome, Italy, and also Chief of the Division of Mexican Affairs in the Department of State.



VIEW OF THE YACHT CAROLINE, which left New York under the command of Capt. Andrew Peterson (inset), for a preliminary survey that will prepare the way for a scientific expedition to mysterious Easter Island, believed to hold the secret to much of man's ancient civilisation. The boat is owned by Eldredge R. Johnson, who is said to be planning a new \$1,500,000 yacht that will carry two seaplanes and be used by a party of scientists to carry on the investigations begun by Captain Peterson.



GENERAL HSU YUAN-CHAU, Nationalist Army commander, has been hailed throughout Nationalist China as the saviour of its cause. Yuan-Chau is credited with a large part of the victory over the stubborn rebels of Northern and Southern China, against whose forces of 70,000 he led his own army of 40,000.



MERCEDES GLEITZE, 28-year-old London typist, who sprang into fame in 1927 by swimming the English Channel, is now reported to have broken the women's world endurance record. According to reports, Miss Gleitze swam continuously for 26 hours on New Year's Day in an indoor club in Edinburgh, Scotland.



MAHATMA GANDHI, famous Nationalist leader, whose resolution favouring complete independence for India, to be attained gradually, was approved by a vote of 134 to 77 at the forty-fourth Nationalist Congress now in progress. When the National flag was raised at the opening of the Congress, pandemonium broke loose, several persons fainted, and the uproar took on much the appearance of a riot.



THIS FAKE PHOTOGRAPH of the Ex-Czar Ferdinand, of Bulgaria, who abdicated in favour of his son, the present King Boris, was taken recently on the Emperor's estates in Western Hungary. He is shown with a party of his hunters during one of his hunting trips, which have become a regular pastime, with big game as the prize.



CHINESE CADETS IN THE ROYAL NAVY. Under the arrangements entered into between the British and Chinese Governments a number of Chinese junior officers are being trained in the Royal Navy both afloat and ashore. A party of Sub-Lieutenants at the Royal Naval College—Greenwich.—(Sport and General).



DR. GABRIELLE RAKOSY, daughter of the late Eugene Rakosy, one of the best known political writers of Hungary, as she appeared in her library where she studied to reach her present goal. She has the distinction of being the only woman criminal lawyer in Hungary. She is also the leader of many progressive movements in her country.

SAMPAN PEOPLE

The Sea Gypsies of the Far East

MISERABLE FATE

Most Interesting Group in the Civilised World

CHILDREN'S FATE

In my opinion, writes W. R. Civen in a Home paper, the most amazing, and certainly the most interesting group of people in all the civilised world are the Sampaners of the Far East—a people with a country and yet, anomalous as it may seem, a people without a land, since they are born and live and die on their little boats, the only homes they ever have or ever are destined to have until the curtain of life is rung down upon them and they are carried to rest, in their long, last sleep, to lie in the land that knew them not and that they knew not in their lifetime. A strange people, an interesting people, a pathetic people, these, if I may so express it, Water Gypsies of the world who, like land gypsies, claim to have a language of their own but, unlike them, no ruler or king.

ILLITERATE AND IGNORANT

They are illiterate and ignorant and superstitious to a degree, as how could they be otherwise when they have no schools, no newspapers, no central meeting places, no co-operative societies—nothing that might lift them out of themselves. To them the Nation means nothing; even a community means nothing. Each family is a unit, a nation or a community within itself, and beyond that nothing else matters. They are concerned, not for others, but for themselves only—that they make enough to keep body and soul together, for in spite of all their wretchedness it is true with them, as it is true even of the most ignorant in other countries, that the idea of a soul, vague though it be, persists. Were it not so they would undoubtedly not be so steeped in superstition, as evidenced by the eyes which they build on either side of their sampans to guide the boat aright; by the jade rings and earrings the men and women wear and by the steel wires around the necks of the children, designed to keep the evil spirits away.

Speaking more particularly of the children it is pathetic—nay, it is more, it is tragic—to see them playing about in the all too limited deck space of their small boats, some sitting on the floor with toys; some running up and down the scanty deck and some not even able to do that being tied by short ropes lest they should fall overboard. These last, I am glad to say, were the exception, despite that there runs a story—and I repeat it only as a story and not as a fact—that if by any chance a child should fall overboard no effort would be made to save it lest thereby the Gods be offended. For myself I do not credit the tale. Mothers are mothers and fathers are fathers, whether they be Sampaners or no; and I can conceive of no situation where a parent would sit idly by and see a child drown, let the Gods be ever so angry. Even superstition must yield to mother love.

Descendant of Pirates
The origin of these Sampaners—whence and from whom they sprang and why they finally made the water their home, altogether forsaking the land—is not clear. The commonly accepted theory is that their forbears were pirates who roved the sea first of choice and later of necessity when the long arm of the law began to reach out for them. Be this as it may, they are now to be found in the Far East not alone by the thousands but by the hundreds of thousands. We saw them first at Singapore, later at Bangkok, then at Hong Kong, then at Canton, then at Shanghai and last of all, though in lesser numbers, in the inland sea of Japan. Believe it or not, there are between 200,000 and 300,000 people living at Canton, on the Canton, or, as it is often called, the Pearl River, and of this great total the majority are Sampaners. For miles the narrow river there is literally filled to overflowing with these small boats, some 25 to 30 feet long, each usually with a low cabin and with a covering of matting or bamboo as a further shelter. Some, however, have no cabin but only a thatched covering. So close together are the boats at Canton, like sardines in a box, that it is possible to walk almost indefinitely along from one to another. How the little family can live on so small a craft and as is usual, though these families are "large" families, all ordinary understanding. I have seen, as many as eight and ten people on one of these little boats with one or two very young children. And since a cabin is not a cabin, it follows that they all sleep together, in the open air, exposed to the elements.

Sampaner Mother and Children

When they are not out fishing which is their principal means of livelihood, the Sampaners sit around and talk and talk and talk. They seldom smile and they are never in gala dress or gaudy attire, but run to sombre hues as though life were too serious for any brightness. Those at Canton, for the most part stay there, day in and day out, year in and year out, venturing out only to fish or to carry freight. On the Yangtze, however, "The River Son of the Sea," on the other hand, they are more truly Gypsies in their habits, genuine Nomads, wandering up and down the river, up and down, never at rest and with never an abiding place. It is in Canton that they are, so to speak, "fixed"—a part of the population yet apart from the population—always on the water, and seldom on the land except when they must needs transact business. As a people they are even more stolid than the altogether stolid "land" Chinese or Japanese, but perhaps that is only a veneer which would wear off were one able to get beneath their skin. While many of them are desperately poor, not a few of them seem to be reasonably prosperous and genuinely happy.

In Shameen

To illustrate: In Canton we took a sampan to make a trip around Shameen Island, on which is situated the Foreign Settlement. The island is only the width of the narrow river distant from the city proper and protected by guards, gates and bridges. No Chinese are permitted to go on it without the consent of individual owners while Chinese craft may not be docked on the Settlement side. These craft, however, may circumnavigate the island and it was to avail ourselves of this opportunity that we boarded a sampan which, interestingly enough, was manned by a mother and her two daughters, one a youngster of about 7, the other of about 9. Believe it or not, with these two youngsters at the stern, sculling with the fixed oar, and the mother at the bow, pulling and steering, we made the trip around the island in about three-quarters of an hour—and all for the small sum of 60 cents in Chinese money or 30 cents in ours. To be sure we gave them a little extra—as who would not?

Smiling Girls

What most impressed us on the trip was not what we saw but the happy, smiling faces of the little girls, as though, realising that they were doing a man's job, they were doubly proud and pleased. It was fascinating to watch them. When we would smile at them the children would bow their heads and hide their faces in delightful confusion—bashful, happy, contented and apparently overjoyed at their experience and their ability to help their mother. Imagine our surprise when at the end of the trip, thanking us for our trip to the children, the mother said in quite good English, "Thank you very much, sir." All three were quite neatly dressed and the boat was scrupulously clean—which could not be said of many of the others. Where the father was we never learned, but something was said about fishing and freight boats and "him gone."

Curious Decrease

One would think that in time the number of Sampaners would decrease, if for no other reason than that the death under such living conditions would probably more than outbalance the births. Not only is this not the case, but Governmental statistics of the past few years have shown a steady increase in the number of Sampaners. This is due, it is said, to the fact that the Government has been unable to control the number of boats, and that the people have been able to increase their numbers by building more boats and by selling their old ones to other people.

the various castes in India are kept to themselves. The result was inevitable—more sampans and more Sampaners, for with every marriage the husband is obliged to make a gift of a new sampan (costing about \$120 in Chinese money or \$60 in ours) to the father of the bride who then turns it over to his daughter as her wedding dowry, though how they ever raise the money is beyond me. Behold then the new couple shortly setting up in time these children forsaking their parents in the good old fashioned way. Too late the Government wakened up and removed the marriage restriction, but the permission is now little availed of; for the Sampaners are a proud people—proud of their ancestry, whatever it may be, proud of their independence, proud of their freedom—and will have none of the "plain land folk."

A Wretched Existence

Their lives nevertheless must at times be wretchedly miserable. On the day for instance, that we went into old Chinatown in Shanghai we drove down the Bund along the water's edge, where there were sampans in super-abundance. It was a raw, cold day with a biting, bitter wind, so that even in our closed cars we were glad of rugs and wraps. Those in the open, therefore, must have suffered keenly and we could not but wonder how the Water People were faring. We were soon to learn. Standing on the wharves as we passed on in the boats, were scores upon scores of sampan children, all so fearfully and wonderfully bundled up that they looked more like round balls—live Punches and Juddies—than human beings. Some were wearing two suits of clothes, some three and one, we were told, was wearing four suits and would continue to wear them for an indefinite time, day and night, until the weather moderated; while the grown-ups were likewise wearing all the garments they could rake and scrape together. In such weather, with scanty bed clothing, and remembering that it is always much colder on the water than on the land, those in the cabinless sampans must suffer horribly while in the cabinless boats the air below must be shockingly bad.

A Mystery

Just how some of them live is a mystery, though it is to be inferred that what between fishing and freighting and ferrying people hither and yon, they manage it somehow or other. That at times they are hard put to it was strikingly brought home at Hong Kong to those of us who were circling the globe. Here we saw a woman Sampaner, assisted by two of her little children, fasten wicker baskets to the chutes or openings on our boat, near the water's edge through which the ends and trimmings of meat not used, would be thrown by the butcher, or the discarded potatoes, lettuce, vegetables, fruits, etc., as well as unused portions returned from the table. These were carefully husbanded by the collectors, with the result that later in the day I saw the meats and vegetables cooked and made into what apparently was a savoury and substantial meal, with enough left over for the evening meal. It happened that at this port the Empress of Australia was tied up to the dock at Kowloon, just across from Hong Kong, and the work of the collectors was easy. When a boat is anchored in the open it is more difficult, but at that several times I saw the unfortunate poor catching with nets the refuse as it was thrown overboard.

When a Baby Sampaner Arrives
I have said that the Sampaners have no co-operative societies and that the family of each boat lives more or less unto itself. While this is, strictly speaking, true, there is a notable exception when the time comes that a little Sampaner is to be ushered into the world. Then aid and help are proffered from every sampan quarter. Through long and sometimes bitter experience the women folk have become as expert on such cases as any doctor or trained nurse. Thus it is that seldom is the aid of a regular medical practitioner called in; thus that motherly, tender hands from other sampans welcome the new arrival; thus that it is from lips of kindly, sympathetic neighbours that the mother learns whether the new born is a boy or a girl. It is all very wonderful—but very pathetic.

Naturally there is no privacy on the sampans. The cooking is done in the open air, a sort of grilliron and the refuse afterward burned away. There is no privacy, no privacy, no privacy. The women are usually seen to throw up the wash and the clothes into the open air, which is a very disgusting sight. The women are usually seen to throw up the wash and the clothes into the open air, which is a very disgusting sight. The women are usually seen to throw up the wash and the clothes into the open air, which is a very disgusting sight.

something that were better left to the imagination. It may be, nevertheless, that pity is wasted upon them and that they are in no need of it. They never have known, and like the low caste Hindus, they seem to be destined never to know anything else than their present existence—unless, indeed reform and revolution suddenly overwhelm them and create a generally new order of things. Apparently, however, they are not without their "classes." In Hong Kong, in contrast to the "food catchers" from our steamer at Kowloon across the harbour, I saw a brand new sampan, in which sat an exceedingly pretty girl, with fine clothes, nicely manicured hands, beautifully marcelled hair, neat shoes, and a most engaging smile, while, to top it all, the boat fairly shone with cleanliness. Whether she was a bride, I never learned, but that she was quite above the "common herd" was apparent. And yet I was told that she was a real Sampaner—born one, living as one, and undoubtedly destined to die one.

Women Expert Boat Handlers

It is amazing how expert the women are in the handling of these boats—amazing, too, how expert they are in the handling of the larger boats called junks, some 50 or 60 feet long, with their low bows and their high sterns. Time and again you will see women propelling the sampans with a grace and dexterity nothing short of surprising, but more surprising still is the ease with which the "females of the species" seem to handle the much larger junks. Here a long flat oar is requisitioned, to the handle end of which is attached a straight piece of wood set parallel with the deck and from which a rope dangles, the whole being manipulated by one woman pulling the rope and another using the handle, the boat going along at astonishing speed. This of itself is an amazing performance but when I add that oftentimes one or other of the women will have a baby strapped on her back to her back the work of these women under such circumstances may be said to amount almost to martyrdom.

Work On Junk

In like manner, in the case of junks with sails you will invariably see the women at work getting them under way, sometimes rowing, sometimes sculling, with mayhap an extra one pulling, while the men steer and wait calmly for the sail to be hoisted. This, of course, applies only to the open waters and not to congested spots like the Canton River where "slow motion" is necessarily the order of the day. It may be added, too, to prevent misunderstanding, that the "Junks" are land people, although their boats are much larger and more habitable than the sampans and better adapted for living purposes. But what matter that? The Sampaners are, if not all happy, then at least happier than if they were on land, and especially so with their ever-present jade rings and earrings which sooner or later, they believe, will bring them good fortune, and with the watchful eye on either side of their craft to guide them aright and turn the evil spirits away. They are none of them rich but their boat is at once their home and their castle, and home is home even for a Sampaner. Not alone that, but they have their games, they have their little sports, they have their friends and some of them even have their photographs with, no doubt, delightful spectacles of the time when these shall be replaced by radios. They have no hours, they have no "bosses," they have no social heart-burnings, they have no "taxes" and they are free to come and go as they like. It is incumbent upon them only to mind their own business and to make a living for themselves and their families. The State troubles them not, the regulations of the water, rovers, if you please, or of convicts, perhaps after all their lot is not as it seems—perhaps that life on the sea, with its freedom, holds out more for them than we land lubbers can vision.

Despondent Women

Most often will find the root of their trouble in simple functional causes. For example, absence of daily regularity has a depressing influence on the spirits, besides being injurious to the whole system. As a speedy aid for this trouble Pinkettes, the dainty little laxatives, are of the greatest value. Taken when necessary they restore and ensure daily intestinal activity, gently stimulate the liver, banish sick headaches, bilious attacks, nervousness, dizziness, constipation, and all the ailments which the health-keeping you will find in every bottle of Pinkettes.

Drive a Trusty "TRIUMPH" car. It is the best car in the world.

NEW ADVERTISEMENTS.

TRINITY COLLEGE OF MUSIC, LONDON.

LOCAL EXAMINATIONS

First Week June, 1930.

The Last Day of Entry for Forthcoming Examination in THEORY AND PRACTICAL Will be 22nd February.

Local Secretary—

Wm. ANDERSON, c/o Anderson Music Co., Ltd., from whom the current regulations may be obtained.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL

Social Functions

To-day—Tea Dances at Hong Kong Hotel and Peninsula Hotel, 4.30 p.m.

To-day—Dinner Dances at Hong Kong Hotel and Peninsula Hotel, 8.30 p.m.

To-day—Fancy dress ball in Great Hall of University, 8.30 p.m.

To-day—Dinner Dance at Repulse Bay Hotel, 8.30 p.m.

To-morrow—Tea Dance at Repulse Bay Hotel, 4.30 p.m.

Entertainment

To-day—Queen's Theatre, "The Bridge of San Luis Rey."

To-day—Star Theatre, "The Terror."

To-day—World Theatre, "Casanova," 5.15 and 9.20 p.m.; "The Adopted Son's Victory" (Chinese picture), 2.30 and 7.15 p.m.

To-day—Majestic Theatre, "The Rough Riders."

Home Mail

To-day—Outward for Europe via Siberia (Lianchow), 6 p.m.

Sports

To-day—Golf Interport: Manila v. Hong Kong, at Fanling.

To-day—Fanning Hunt and Race Club Point-to-Point, Mei Po, 3.30 p.m.

To-morrow—Somerset Light Infantry Gymkhana, Steeplechase Course, Kwant, 2.30 p.m.

Lammer Auction

February 14—At 460, The Peak, Barker Road, household furniture, 10.30 a.m.

Meetings

To-morrow—R.A.O.B. Club Meeting, 6 p.m.

February 11—Forty-second General meeting of Shareholders of Hong Kong Land Investment & Agency Co., Ltd., at Messrs. Jardine's, 12.30 p.m.

Miscellaneous

February 11—Free lecture on Christian Science, by Hon. Wm. E. Brown, C.S.B., of Los Angeles, Cal., in Old Chamber of Commerce Room, City Hall, 5.45 p.m.

RADIO TO-DAY'S PROGRAMME

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 355 metres:—

1.45 p.m.—Weather Report.

7.9 p.m.—Experimental Transmission.

9.10.30 p.m.—European Programme (Dance). Dance Programme of Victor Records by Courtesy of Messrs. Tsang Fook Piao Co.

9 p.m.—Miniature Concert Party. Dance Music.

9.30 p.m.—To a Wild Rose. To a Water Lily (MacDowell). Dance Music.

10 p.m.—Among my Souvenirs. Diane. (Crawford). Dance Music.

10.30-11.30 p.m.—Chinese Programme.

11.30 p.m.—Close Down.

Three Anti-Fascists arrested in Paris were found to be in possession of explosives. It is believed that they plotted to blow up the headquarters of the Italian delegation to the Geneva Conference.

As a speedy aid for this trouble Pinkettes, the dainty little laxatives, are of the greatest value. Taken when necessary they restore and ensure daily intestinal activity, gently stimulate the liver, banish sick headaches, bilious attacks, nervousness, dizziness, constipation, and all the ailments which the health-keeping you will find in every bottle of Pinkettes.

Drive a Trusty "TRIUMPH" car. It is the best car in the world.

Drive a Trusty "TRIUMPH" car. It is the best car in the world.

Fascinating Orchestral Records

Columbia Records

9756-7—Four Ways Suite Regal Cine Orch.
(1) Northwards (2) Southwards
(3) Eastwards (4) Westwards
9513-4-5—Unfinished Symphony (Schubert) Queen's Hall Orch.
9450-1-2—Symphony in E Flat (Mozart) Royal Phil Orch.
9646—Orpheus in the Underworld Lucerne Kursaal Orch.
9507—Mignon—Polonaise Squires Octet.
9707—Norwegian Rhapsody Sym. Orch. of Paris.
9519-22—Carnival of Animals Sym. Orch. of Paris.
(4 Records in Art Album)

THE ANDERSON MUSIC CO., LTD.

ALLSOPP'S

BRITISH PILSENER BEER

always in demand.

CALBECK, MACGREGOR & CO., LTD.
(Incorporated under the Companies' Ordinances of Hong Kong.)
Wine & Spirit Merchants
Established 1864.
Prince's Building, Ice House Street
Tel. C.78.

JUST ARRIVED

PIPES

of **LATEST STYLES**

in all **LEADING MAKES**

B B B

Best **DUNHILL'S** Make
ROTHMAN'S
CITYWE'S

You are invited to call at our store.

TABAQUERIA FILIPINA

Queen's Road C. Asiatic Bldg.

'D. C. L.'

MALT EXTRACT

WITH **COD LIVER OIL**

It is made from the finest selected barley and malted with the greatest care on the Company's own premises by the most scientific methods of manufacture.

THE DISTILLERS COMPANY, LTD.
EDINBURGH.

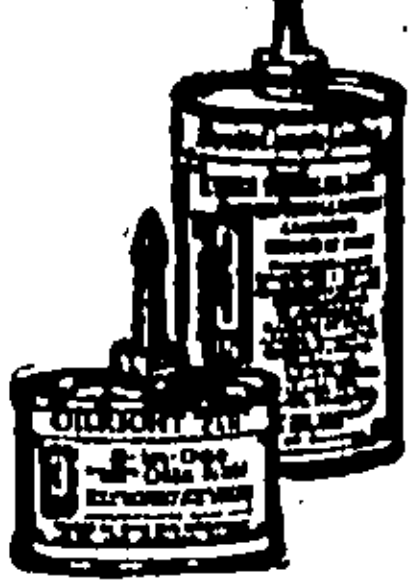
Price:—Per 1 lb. Jar—\$1.10
Per 2 lb. Jar—\$2.00

SOLE AGENTS:

GANDE PRICE & CO., LTD.

St. George's Building, Ice House Street.
Tel. C. 111. HONG KONG.

3-IN-ONE OIL



It is an oil compound, light, penetrating, absolutely pure with three primary functions.
First—Oils every light mechanism.
Second—Cleans and polishes all varnished and veneered surfaces.
Third—Prevents rust and tarnish in any weather, in any climate, no matter how damp.

WRITE FOR A FREE SAMPLE

Sole Agents—

CONNELL BROS. COMPANY,
David House, Des Voeux Rd. C.

G. FALCONER & CO (HONG KONG) LTD.

WATCHMAKERS & JEWELLERS DIAMOND MERCHANTS.

Union Building (Opposite G.P.O.)

Agents for:— ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.

CHOSEN FOR EXCLUSIVE USE AT THE INTERNATIONAL CHAMPIONSHIPS OF FRANCE AND GERMANY 1930.



THE "SLAZENGERS" TENNIS BALL

OBTAINABLE FROM ALL THE LEADING DEALERS.

REFLEX CAMERAS with 4.5-3.5 & 2.5 lenses
KODAKS—LOCAL VIEWS—LANTERN SLIDES.
ALWAYS IN STOCK.

EXTRA SPECIAL ATTENTION GIVEN TO DEVELOPING
PRINTING, ENLARGING

THE KWONG KWUI CO., LTD.
PHOTOGRAPHERS' ASSOCIATION
PHOTO SUPPLIES

74, Queen's Road Central, Hong Kong.
Telephone No. C. 2170.

MAN LOONG.

PRESERVED GINGER MANUFACTURERS.

NEW SEASON PRESERVED GINGER

Best quality—Prompt attention to Exporters.
Office:—231, Queen's Road Central, Tel. C. 2530.
Factory:—2 Godown, Praya, Dundas St., Mengkok. Tel. K. 88.

Win Grand Challenge Cup



Following their victory in the Eastern Lines championship of first-class teams of the Canadian Pacific Railway, the Windsor Station police team, of Montreal, carried off the Grand Challenge Cup for all first-class teams on the Canadian Pacific system, defeating the Victoria Police team, of Victoria, B.C., by a score of 10 to 8.

THE TREATMENT OF DISTEMPER

SUCCESS CLAIMED FOR "FIELD"
VACCINE

OFFICIAL REPORT

The Duke of Portland, president of the "Field" Distemper Council, has signed and approved the publication of the report of the Scientific Committee, which is presented by Sir Charles Martin, F.R.S., its chairman. In their last progress report, in November, 1928, the committee stated that the researches carried out by Dr. Laidlaw and Mr. Dunkin had demonstrated beyond peradventure that the method of preventive inoculation devised by them was capable of making dogs resistant to infection by distemper and that the time had arrived to arrange for the production of the prophylactic and its distribution on a commercial scale.

Although the whole processes of manufacture of the vaccine had been made public through scientific journals and there was nothing to prevent any firm attempting to make it, the committee recommended that the "Field" Distemper Council and the Medical Research Council should invite a well-equipped commercial laboratory to undertake the manufacture and distribution, with the assurance that the committee's investigators would, at the outset, give every assistance in technical questions of the preparation and standardization of the product.

Large Scale Production

This recommendation was approved, and Messrs. Burroughes Wellcome and Co. were invited to undertake the manufacture and distribution of the prophylactic on a commercial scale. The firm agreed to do this and at once began to make the costly installation necessary for production on a large scale at the Wellcome Physiological Research Laboratories.

Meantime the American Distemper Committee had entrusted the manufacture of distemper prophylactic in the United States to the Lederle Laboratories, Pearl River, New York State, and to the Mulford Laboratories, Philadelphia.

The more extended experience which the committee's investigators have now had of the use of the method in the field has but strengthened the conclusions:—(1) That it is possible to induce a resistant state in a susceptible dog by means of a suitable dose of vaccine; (2) that this resistant state may be converted into immunity by means of a small dose of living virus; and (3) that dogs which have received both inoculations are solidly immune against the natural disease. It further seems clear that the whole process, including the administration of living virus, is reasonably safe, provided that due precautions are taken.

Only Healthy Dogs Treated

The most important precautions are, that only healthy dogs should be treated, and that the dogs should be isolated throughout the immunization process. Upwards of 2,000 doses of prophylactic have been issued and the total mortality has been less than 1 per cent. This figure has been arrived at by placing all doubtful cases against the method. Over and above this small percentage of fatalities there has been a further small proportion of animals which have shown an unusually severe reaction to the living virus, and have caused the veterinary surgeon in charge and the owner anxiety for a time. In many instances the immunized animals have been in contact with severe cases of natural distemper and have remained unaffected and, so far as the committee are aware, there are extremely few cases in which a dog that had received the treatment subsequently succumbed to distemper, i.e., in which immunization failed.

Reaction Severe

Although each batch of vaccine and virus issued by the Wellcome Laboratories is tested upon a number of healthy dogs before it is passed for issue, it is hardly to be expected that each and every dog subsequently treated will give a perfect response to the vaccine and become so far resistant that no disturbance follows the injection of the living virus. The reaction to the second (virus) injection is likely to be severe unless the animal is in good health. As emphasized in the directions issued with each dose of the prophylactic, it is important to ensure that dogs are not suffering from or exposed to infections at the time they are undergoing prophylactic treatment. The committee can only suppose that this warning as to "subliminal" none but healthy dogs to the treatment has not always been regarded. When severe reactions for fatalities occurred, the committee's results in other hands, in which the vaccine was inoculated with the same success, were not affected.

pleased to have the vaccine. The vaccine was issued by the Wellcome Laboratories, and the committee's results in other hands, in which the vaccine was inoculated with the same success, were not affected.

ROUND THE CINEMAS

"Bridge of San Luis Rey"

NOTABLE CAST

With what is probably the largest cast, in point of names, assembled in a picture in many months, and with a story that is astounding, the screen has seen heretofore, "The Bridge of San Luis Rey," Metro-Goldwyn-Mayer's drama based on the famous Thornton Wilder novel, filmed with talking sequences, is now showing at the Queen's Theatre.

The novel, a sensation, is closely followed in the story, and impressionistic effects aid in carrying out its atmosphere. The thrilling wreck of the bridge, majestic cathedral scenes and vivid human touches were skilfully woven together by Charles Brabin, the director, Lily Damita, as the fiery dancer, Ernest Torrence as Uncle Pio, Raquel Torres as Pepita the convent girl, Don Alvarado and Duncan Rinaldo as the brothers Esteban and Manuel, all have outstanding roles, as have Henry B. Walthall, Tully Marshall, Emily Fitzroy, Mikhail Vavitch, Paul Ellis, Jane Winton and others of note.

The impressionistic settings and lightings by Cedric Gibbons, and the clever handling of the script by Alice D. G. Miller are important factors in the big production. "Alias Jimmy Valentine" William Haines' latest picture, "Alias Jimmy Valentine," made from the famous stage play and with talking sequences, will play at the Queen's Theatre to-morrow.

The picture is of interest because it gives the star his first real chance at a straight dramatic role. Hitherto, his name has been associated with roles of the "smart Aleck" type, and the comedy angle has predominated. In "Alias Jimmy Valentine," which there are a number of funny moments, the dramatic interest has been emphasized, first of all.

Noted players in the supporting cast include Lella Hyams, Karl Dane, Lionel Barrymore, and Tully Marshall. Haines plays a young safe cracker who outwits the police at every turn. Then he meets a girl, determines to go straight, and is tracked by his enemy, Detective Doyle, in a succession of scenes full of excitement and surprise.

"The Rough Riders" Great pictures have that intangible something called spirit. Sometimes the quality that lifts a production from mediocrity into fame is love. Sometimes it's war. Often it is both, combined with the elements of humour and drama lifted to a zenith of popularity by the sterling performances of the players.

Taken all together, this is a meagre description of "The Rough Riders," which is now showing at the Majestic Theatre, Kowloon. Picture if you can a nation thrown into a fever of patriotism by the sinking of the Maine—many remember it—visualize a man of dynamic instincts, picturesque leadership, and profound intelligence—things that appeal to men of all races and all classes—springing to the forefront of an epic campaign on behalf of human liberty. Such a man was Roosevelt. And thus he is portrayed in Paramount's splendid production.

Consider in this maelstrom of war and sacrifice and deeds of daring a love theme contrived in two brave boys and a girl of rare sweetness and loveliness. Until you have seen Charles Farrell, Charles Emmett Mack and Mary Astor in this unusual triumvirate of screen sentiment you will not appreciate how marvellously the drama of the human heart can be portrayed under circumstances, that wrench and tear one's soul. It would be depopulating romance itself to divulge which one wins the girl.

The charge of the uniformed individualists, rangers and pampered society dandies, up San Juan Hill, is something never to be forgotten. It is breathless. It is the epitome of valour and adventure. It is an inspiring lesson in patriotism and manhood.

There is humour bound up bodily with this magnificent story, and to Noah Beery and George Bancroft goes much of the credit for characterizations of strength and fun that are finely native and genuine. Fred Kohler, the hard-polled, tough-bent, gives an able performance. Frank Hopper as Roosevelt is a revelation. Col. Fred Lindsay as Leonard Wood is every inch the soldier and a gentleman.

The picture is truly a new page in motion picture achievement.

MOVEMENTS OF STEAMER

The B.T. steamer will leave for this port on February 9, 1930, and is due here on February 10, 1930.

CHRISTMAS CHARITY STAMPS

AIR POST ISSUES: SOVIET CHILD WELFARE ISSUE

PICTURESQUE DESIGNS

The closing weeks of the year 1929 added further to the annual issues of Christmas charity stamps, Luxembourg contributes an attractive set of five stamps reproducing in photogravure beneath the designation "Caritas" a portrait of the youngest daughter of the Grand Duke and Duchess, the baby Princess Marie Gabrielle, who is four years old. Printed in two colours and pleasing in appearance, they comprise 10+10 centimes brown and green, 35+15c. blue-green and brown, 75+30c. orange and sepia, 11+25c.+50c. mauve and green, and 1y. 75c. blue and black. The Christmas stamps was to be on sale only until February 1, although they will remain valid for postage up to the end of this year. The 1929 charity-postage stamps from the Saar Valley will be limited to 40,000 complete series of seven denominations—namely, 40+15 centimes, 50+20c., 11+50c., 11 50c.+75c., 21+11c., 31+21c., and 101+81c. It is understood that they are handsomely printed by the hellogravure process, but no details of the subjects of the design (or designs) are yet available. The Soviet also issued child-welfare stamps last Christmas, for the third year in succession, in denominations 5, 10, and 20 kopeks, symbolizing Agriculture and Industry.

Air Mail Influence

The number of new air post stamps that has appeared during the past year illustrates the growth of air mail services in many parts of the world. Fresh varieties are from Albania, Hayti, and Mexico, while others are foreshadowed from Guadeloupe and Chile. The Albanian issue takes the form of the original air post stamps of 1925, depicting a Junker aeroplane arriving at Tirana, the capital, brought up to date by a roughly applied overprint in red or black reading "Mr. Shkuplpare" (Kingdom of Albania). The printing is declared to be restricted, amounting, in the case of the Franker values, to little more than 1,000 copies of each. Still more limited is the edition of a provisional set of stamps for use on official communications dispatched by air in Mexico, comprising only 600 apiece of the "Centavos" values and 78 of the 1 peso. These stamps are remainders of the obsolete Pan-American Postal Congress series of 1925, adapted by overprinting in three lines with the inscription "Habilitado—Servicio Oficial—Aereo."

Two propaganda stamps were to be sold in this country during air mail week (December 10 to 16) of the face values 20 centavos dark green and 40c. violet, in an effort to popularize the Mexican air post service. A second air post stamp of 1 gourde denomination, printed in pale blue and identical in design with the 50 centimes recently recorded, was taken into use in Hayti on November 30 last. The French West Indian island of Guadeloupe is to be provided with a special set of air mail stamps owing to the extension of the Pan-American Airways system there.

Because of protests by business men against the inconvenient dimension of the present Canadian 10 cents stamp there is talk of reducing it to half its present size when the existing stock is exhausted, while retaining the main features of the design.

Set of Nine Values

Charity-postage stamps in aid of social and medical work in the Belgian Congo are announced for early issue in picturesque designs prepared by the Institut de Gravure, Paris. The actual printing is to be carried out, however, by the State Printing Works at Malines, the set of nine values being made up as follows:—10+5 centimes, 20+10c., 35+15c., 60+30c., 11+50c., 11 50c.+75c., 21+11c., 31+21c., and 101+81c. At the same time the temporary stamps hitherto provided for circulation in the mandated territories of Ruanda and Urundi in the form of overprinted types of the Belgian Congo itself, will give place to a series of 11 values of definitive design, also engraved and printed in Paris. The French Colonial stamp bureau will release shortly a permanent series of postage due stamps for the Tchad division of French West Africa of two pictorial types, one showing a native canoe on Lake Tchad, and the other a group of contented huts.

Mr. Langhorne, referring to a luncheon to his personal tour of Hyde Park by night, said that it was "a very pleasant and wholesome place at which to be anywhere in the land."

Organized to improve the health of the people of the Pacific Northwest, the Pacific Northwest Health Association, a non-profit organization, has been organized in the United States, with headquarters in Seattle, Washington, D.C.

P'RAPS — P'RAPS NOT!

Passenger: "I want a ticket to Smith's corner. Will you please tell me where to get off?"
Conductor: "Yes, Mum! It's three stops before you get to the terminus."

Joe: "What's wrong with Mike's fingers?"
Bill: "He broke them cracking jokes with a deaf and dumb man."

"Now, sir," said the reporter, during an interview with a successful business man, "would you care to tell our readers what, in your opinion, counts most in the modern business world?"
"Certainly," the magnate replied—"an adding machine!"

Two gossips were watching a neighbour entering her house after a shopping expedition.
"It's only 'awful' that she's going about like that with her arm in a sling and her eye bandaged up," observed one of the gossips enviously. "It's just to make people believe that her husband has come back again."

Friday is pay-day at a certain factory in Perth, and one Thursday, one of the girls presented herself at the cashier's office.
"What do you want?" the cashier inquired, and when she answered that she was after her week's wages she was reminded it was not Friday.

She reddened and grew confused. "It's mother's fault," she declared, "packing me fish for lunch."

"I know a good way to cure bacon," said Boste. "Shall I tell you?"

"I prefer you to tell me how to procure it," replied Doleman.

"Good Morning, Uncle Joe. Did you sleep well? I'm afraid your bed was rather hard and uneven, but—"

"Oh, it was all right, thank you. I got up now and then during the night and rested a bit, you know."

Young lady: "Do you know, I often wonder why a ship has to weigh its anchor every time it leaves port?"
Friend: "Well—er—the weight is constantly changing, you know, because of the—er—binnacles and—er—things that accumulate on the anchor!"

Soprano: "Did you notice how my voice filled the hall last night?"
Contralto: "Yes, dear; in fact, I noticed several people leaving to make room for it."

It was an exceptionally hot and humid day, and Fat laid himself down by the roadside to rest.
Presently an old lady appeared, and, looking sadly at the man, said: "Poor man, was it the heat overcame you?"
Fat looked up, cutely, and with an eye to business responded meekly: "I ain't quite sure, Mum, whether it was the blessed 'eat or the drink."

EXCHANGES

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	1/6 3/16
Bank, on demand	1/6 3/16
Bank, 30 days' sight	1/6 3/16
Bank, 4 months' sight	1/6 3/16
Credits, 4 months' sight	1/7 1/2
Documentary, 4 months' sight	1/7 1/2
On Paris—	
On demand	937 1/2
Credits, 4 months' sight	1012 1/2
On Berlin—	
On demand	—
On New York—	
On demand	36 1/2
Credits, 60 days' sight	38 1/2
On Bombay—	
Wire	101 1/2
On demand	101 1/2
On Calcutta—	
Wire	101 1/2
On demand	101 1/2
On Singapore—	
On demand	65 1/2
On Manila—	
On demand	74
On Shanghai—	
On demand	78 1/2
30 day's sight (private paper)	—
On Yokohama—	
On demand	74 1/2
Gold Leaf, 100 fine (per tola)	—
Sovereigns (Bank's buying rate)	12.55
Silver (per oz.)	20 1/16
Bar Silver in Hong Kong	Par.
Copper Cash	Nominal
Copper Cents	3% prem.
Rate of Native Interest	7% p.m.
Chinese Sub. Coin	24% dis.
Hong Kong Sub. Coin Par.	

LONDON EXCHANGES

London, Yesterday.

Paris	124.07
New York	4.865
Brussels	34.905
Geneva	25.195
Amsterdam	12.12 1/2
Milan	92.94
Berlin	20.865
Stockholm	18.125
Copenhagen	18.19
Oslo	18.215
Vienna	34.54
Prague	164 1/2
Helsingfors	189 1/2
Madrid	37.025
Lisbon	108.25
Athens	375
Bucharest	318
Rio	6 19/32
Buenos Aires	42 1/16
Bombay	1/5 29/32
Shanghai	1/11 1/2
Hong Kong	1/6 1/2
Yokohama	2/0 1/4
Silver Spot	20 1/16
Silver Forward	19 15/16

—British Wireless Service.

Drive a Trusty "TRIUMPH"

the Motor that never fails you

Railway Baby



Organized to improve the health of the people of the Pacific Northwest, the Pacific Northwest Health Association, a non-profit organization, has been organized in the United States, with headquarters in Seattle, Washington, D.C.

Sport Columns

INTERPORT MATCHES

Shanghai's Easy Win at Soccer

HALF-BACK SUPERIORITY

Shanghai, Feb. 2.

Shanghai made an excellent start in the series of Interport Soccer games by gaining a pronounced victory over the visiting Hong Kong eleven, at the Stadium, yesterday, by five goals to two. The ground was in excellent condition at the commencement of the game, and the stands were packed to their utmost capacity with enthusiastic spectators, the attendance probably exceeding ten thousand.

The Tientsin team indulged in some shooting practice at the nets before the arrival of the contesting teams, both sides being given a rousing reception. Hong Kong won the toss but the advantage to be gained thereby was negligible, for there was only a slight breeze over the sheltered ground. The exchanges for the first ten minutes were very even, most of the play being in midfield and the keen tackling by both sets of defenders preventing the forwards from creating openings. Butcher, the visiting left winger, tried hard to break through, but Pote-Hunt saved the situation and sent Favacho away, Pile forcing the ball into touch.

A centre by Turner caused some excitement when Favacho dashed into the centre and bundled the goalkeeper over the line for a corner, which was cleared. Luckily for the home side, Pote-Hunt was in splendid form against Butcher, who was the most persistent forward in the Hong Kong team, and was dangerous on several occasions, only to be beaten by the half-back. A through pass by Doggrell gave Snook a splendid opportunity to score, but, with only Rodger to beat, he shot across the face of the goalmouth, the ball passing behind for a goal-kick. Turner left the field after a collision with Reeves, having apparently injured his shoulder, and was absent for about ten minutes.

Shanghai Open Scoring

Snook then saved well from Goldman, who was playing a dashing game in the centre, and later the custodian had to leave his goal to clear, with both A. V. Gosano and Goldman in close attendance. However, Shanghai took the lead after 23 minutes play. A neat forward pass by Duffy gave Turner a clear run down the wing, and his well-placed centre put the defence in difficulties. With the goalkeeper out of position, both Snook and Doggrell tried hard to reach the ball, but Hedley cleared, almost on the line, in the nick of time. Pote-Hunt immediately secured possession, ran along the right wing, and, from his perfect centre, Doggrell headed a fine goal amidst a roar of enthusiasm from the spectators.

Hong Kong were not slow in retaliating, good play by B. Gosano almost having the desired effect, to be followed immediately by a good centre by Butcher, giving A. Gosano a good chance to equalise. He shot straight at Snook and the custodian fell on the ball, the referee finally ending a scrimmage by giving a free kick in favour of the defence. Snook was slightly hurt by being kicked on the head during the scrimmage.

Seven minutes from the interval, the home team again asserted themselves, and increased their lead. A cross by Turner went to Favacho, and, although the winger had a reasonable chance of scoring himself, he passed to Snook in the goalmouth, who shot into the net as the keeper advanced. The Hong Kong goal had several narrow escapes before the interval and was under almost constant pressure. Rodger ran out and smothered a

shot from Sinclair when that player looked all over a sear, and Doggrell shot high and wide from a good position.

Hong Kong Well Beaten

After the change over, the home team were still the superior side, although it was noticeable that the inside forwards of the Hong Kong team were waiting for the ball to reach them instead of going to meet it. Not a few chances were lost owing to them allowing themselves to be beaten by the home half-backs for possession. Some good combination by Snook and Doggrell looked like bringing another goal until Reeves intervened, but play continued to be confined to the Hong Kong half, with the result that it was no surprise when Sinclair obtained the third goal, when the second half was 20 minutes old. Turner again had a hand in the scoring, for it was from one of his low centres that Sinclair deflected the ball between the posts. The wing men of the visiting team were the only ones in the forward line capable of making progress, the inside forwards being invariably beaten before the goal-area was reached. Snook got the ball into the net from a pass by Doggrell, but was offside. However, the fourth goal came ten minutes after the previous one, Doggrell dribbling past two defenders before placing the ball in the goalmouth, where Sinclair was in position to score easily.

Hong Kong were awarded a penalty kick soon afterwards, when Marcal was struck on the arm with the ball from a shot by A. Gosano which did not look really dangerous. Reeves gave Snook no chance with a terrific shot from 12 yards mark, the ball striking the inside of the upright before entering the net. Shanghai soon restored the advantage, when Sinclair got his third goal of the match. When the defence were expecting him to make a pass to Snook, Sinclair made a fine shot from about 15 yards range, which landed in the corner of the net before Rodger realised what had happened. Within a few minutes, Hong Kong obtained their second goal, a centre by Butcher being taken first time, and the ball was in the net before Snook could make a move.

The Teams Analysed

Shanghai were easily the superior team on the day's play, and would have scored more often with a little luck. Pote-Hunt was in splendid form, and played one of his best games, while Duffy on the opposite wing put in a great deal of good work. Costa did some useful things without playing as well as he usually does. The three inside forwards of the home team all played well. Sinclair, although not much in evidence in the early stages, subsequently improved, to show his usefulness by scoring three of the goals. Some of the movements by Snook and Doggrell were very good to watch, and much credit is due to the former for the manner in which he kept his line moving. Turner sent across a number of good centres, but Favacho did not reach the same form he displayed in the trials.

The weak display by the inside forwards of the Hong Kong team was partly responsible for their defeat. Except for occasional flashes in the initial half, Goldman did very little of note, while Gosano at inside right did not live up to his reputation. Butcher was the best forward, with B. Gosano the next best. Both the wing half-backs were hard workers, while Reeves played a fine defensive game. Rodger made many clever saves and had very little chance with the shots that beat him.

The teams lined up as under:—
Hong Kong: — Rodger; Reeves and Pile; Hedley, West and Remedios; B. Gosano, A. V. Gosano (Captain), L. Goldman, Scott, and Butcher.

Shanghai: — Snook; Stokes and Marcal; Pote-Hunt, Costa and Duffy; Favacho, Sinclair, Lieut. Snook (Captain), Doggrell, and Turner.

(Continued on page 15)

H.K. GOLF CLUB

The Starting Times for Sunday

9.16 a.m.—C. B. Riggs and P. Morrison.
9.28 a.m.—C. W. Swell and A. D. Humphreys.
9.32 a.m.—G. B. S. Thomson, and C. W. Jefferies.
9.36 a.m.—E. Lewis and C. Thwaites.
9.40 a.m.—R. A. Campbell and J. S. MacLaren.
9.44 a.m.—N. K. Littlejohn and J. Forbes.
9.48 a.m.—R. K. Hepburn and F. Lobel.
9.52 a.m.—A. Leach and I. H. Geare.

9.56 a.m.—A. E. Lissaman and F. A. Remond.
10.00 a.m.—J. Coulthart and A. Ritchie.
10.04 a.m.—H. A. Lammert and J. P. Sherry.
10.08 a.m.—W. A. Weight and W. N. Fleming.
10.12 a.m.—D. Ellis and J. N. Grant.

10.16 a.m.—G. S. Archbutt and H. U. Ireland.
10.20 a.m.—O. E. C. Marton and L. G. S. Dodwell.
10.24 a.m.—E. J. R. Mitchell and E. D. Matthews.
10.28 a.m.—A. Anderson and C. Mycock.

10.32 a.m.—G. H. Coutts and E. M. G. Hanlon.
10.36 a.m.—R. Stock and C. J. D. Law.
10.40 a.m.—A. F. Judd and R. H. D. Wade.
10.44 a.m.—A. B. Raworth and T. C. Bennett.
10.48 a.m.—A. O. Brawn and J. D. Thomson.
10.52 a.m.—Dr. J. Dovey and J. S. Dykes.
10.56 a.m.—R. H. Wild and G. W. Tate.
11.00 a.m.—R. D. Wrigley and H. Ruffin.
11.04 a.m.—D. S. Edward and C. E. Moore.
11.08 a.m.—S. Berg and G. W. Reeve.
11.12 a.m.—J. S. Drummond and S. S. Perry.
11.16 a.m.—J. Ashworth and E. M. Bryden.
11.20 a.m.—H. W. Page and B. Petheram.

11.24 a.m.—E. Korn and B. J. Lacom.
11.28 a.m.—R. P. Moodle and E. P. Streetfield.
11.32 a.m.—J. C. Highet and F. M. Ellis.
11.36 a.m.—D. M. Goodall and H. Hampton.
11.40 a.m.—A. B. Purves and L. R. Andrewes.
11.44 a.m.—C. H. Bradley and T. S. Whyte-Smith.
11.48 a.m.—W. Paterson and T. C. Monagan.
11.52 a.m.—O. Eager and D. S. Robb.
11.56 a.m.—A. Piercy and D. J. Gilmore.
12.00 noon.—H. Spicer and B. D. Evans.

INTERPORT GOLF

The results of yesterday's four-balls were as under:—

Hong Kong
Marton & Wrigley (5 & 3) .. 2
Showan & Andrewes (5 & 4) .. 2
Bloxham & Dodwell (3 & 2) .. 2

Manila
Fielder & Parrot .. 0
Mason & Cothran .. 0
Douglas & Mackay .. 0

NEW BOXING RING

To Hold 6,000 and Run Three Shows a Week

Within the next few weeks The Ring, Blackfriars Road, a boxing hall unique of its kind in the world, will be pulled down, and in its place will be built a palatial hall which, it is believed by the promoters of the enterprise, will be the biggest centre for boxing in the country. The new hall, which, like the present building, will be called The Ring, will hold 6,000 spectators. The cost is "not to exceed \$180,000." It will be circular. There will be a lofty vestibule, bars, foyers and cloak-rooms, and a Royal and other boxes. And in the vast basement beneath will be a swimming pool, dressing rooms, gymnasium, first-aid room, baths, club rooms, and a big restaurant.

Brigadier-General C. R. Champion de Crespigny, a well-known sportsman, is interested in the new venture, and so are Col. the Hon. Wilfred Egerton, Sir Humphrey de Trafford, Mr. H. Garland Wells (chairman of the Clapton Stadium) and Mrs. R. D. Morrison.

Shows At Popular Prices
"Primarily the new stadium will be devoted to boxing," Mr. Morrison told The Evening News. "We propose to run three shows a week, just as The Ring does now under Mrs. Dick Burge, and at popular prices. It seems to us that there is a big demand for boxing, but that a large hall and low prices are essential nowadays to the successful promotion of the sport."

"We expect to open the new Ring next October."

Mrs. Burge has not yet decided whether she will or will not be actively concerned with the new company, she told The Evening News in mail week. The purchase price of The Ring was £60,000, half of which is to be paid in shares.

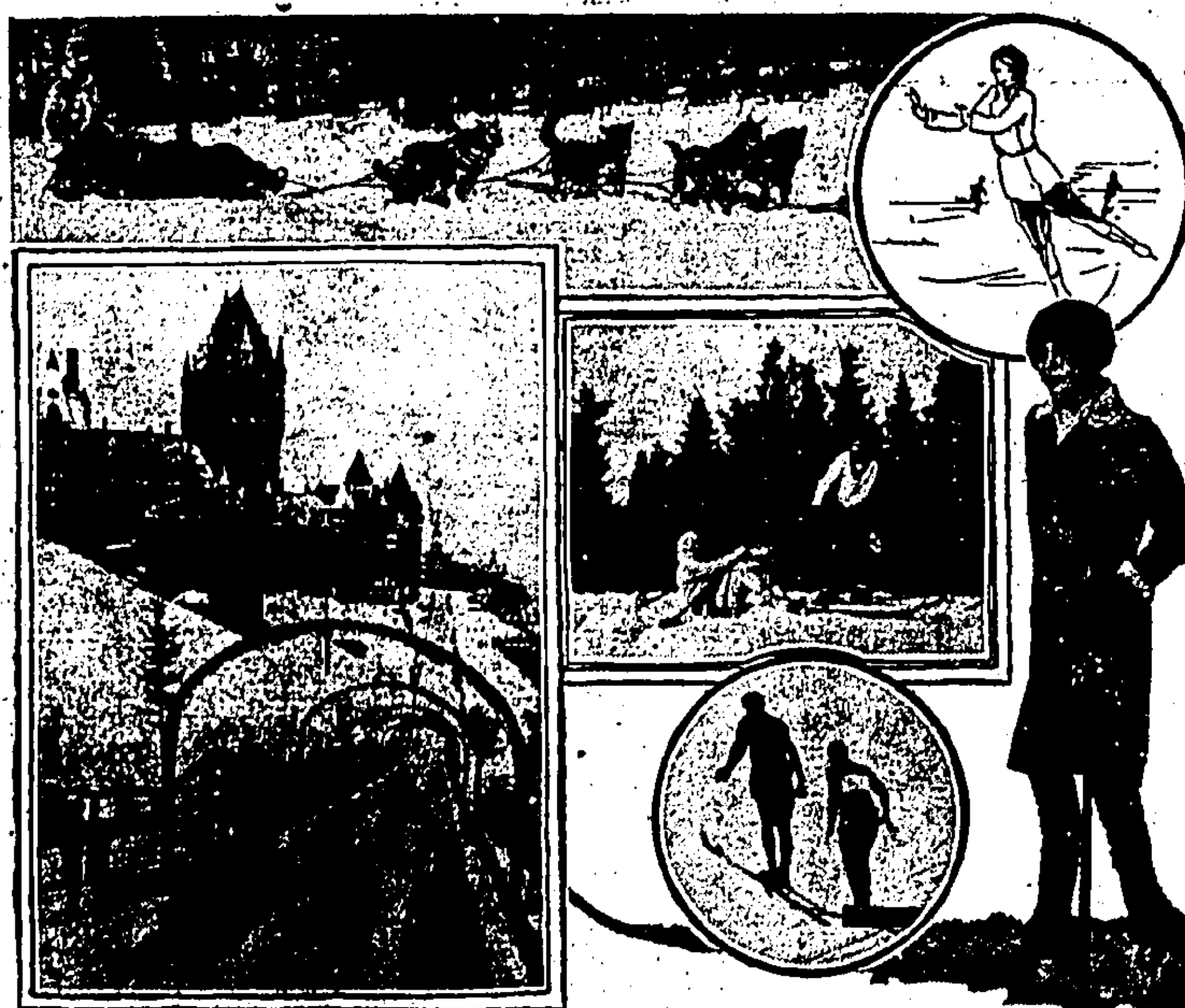
"My husband took over The Ring in 1910," she said, "and I have managed it for the last eleven years. It has been my dream for 20 years to see the building of a huge boxing hall in London, where all lovers of the sport might be able to see the best fights at a reasonable price. Now that dream is coming true."

"It has been impossible to stage really big matches at the present hall, because it holds only 2,000, and the charge for admission would have had to be very high—and that, I hold, is not fair to the regular spectators."

In the match in which Heriot's defeated Lansdowne, A. H. Brown had as his opposite number E. Davy, the Irish internationalist, and the latter, brilliant defender though he is, found he had quite a handful in Brown. If Scotland find a better out-half this season they will indeed be well served.—A Daily News writer.

The marked decline in the ability, versatility, and masculinity of men is the outcome partly . . . of the deliberate attempt throughout Anglo-Saxon civilisation and its imitations, to limit the notion of manliness to martial bearing and proficiency at sports.—Anthony M. Ludovici.

Quebec Winter Sports



Vivele Carnaval! Viveles sports d'hiver! In these few words may be summed up the spirit of Quebec in winter-time. Here for many years have gathered lovers of winter sports and frolics from all parts of the western hemisphere.

The ancient capital of Canada is the American continent's metropolis for ski-ing, ski-joring, ski-jumping, tobogganing, bob-sledding, skating, snow-shoeing, dog-team driving, curling, and hockey, during the winter months, and in addition has a unique attraction to offer the visitor in February when the International Dog Sled Derby annually takes place.

Winter sports activities radiate from the Chateau Frontenac, Quebec's famous hotel, where Jack Strathead will again be winter-sports director. This season he has a new attraction to offer during the Ice Pageant, February 12 and 13, when 24 girl members of the Toronto Skating Club will perform an ice-jance to be known as the "Dance Moderne." This will be a veritable "Magical production on ice."

In all about two hundred skaters will take part in this ever attractive and beautiful Pageant.

A record list of entries is promised for the Dog Sled Derby this season. Arthur Beauvais, driver of the Chateau team, announces that he will have a better team than ever. His new huskies were bred at Caughnawaga, the Indian reservation near Montreal. At the Dog Derby, February 20, 21, and 22, the visitor will see such famous mushers as St. Godard, winner of last year's Derby; Seppala, Norwegian hero of many an epic drive; Frank Dupuis, and many another well-known figure in action for three days over a 123 mile course, mushing 41 miles a day.

Three internationally famous ski-ing instructors will be on the staff of the Chateau Frontenac this winter. They are Ivin Nelson, Hans Gunnarson, and Orville Higgs, of Revelstoke, British Columbia. Burnett Burke formerly of the Montreal Amateur Athletic Association, will be instructor at the Chateau's skating rink.

BILLIARDS

WE HAVE THE LARGEST AND BEST SELECTION OF BILLIARD ACCESSORIES IN THE COLONY.

'PEALL', 'EMPIRE MATCH' &

ROSEWOOD & ASH CUES

From \$4 to \$20.

CUE CASES,

CHALKS,

TIPS,

SKITTLES,

MARBLERS,

ETC.



SPORTS' DEPT.

LANE, CRAWFORD, LTD.

'PHONE C. 4567.

HANG SING CO.

HIGH CLASS TAILORS & OUTFITTERS.

Expert Cutting & Perfect Fit

Prompt attention given to all orders.

PRICES MODERATE.

5 CRESSON STREET, WANCHAI (Near Seamen's Institute).



"W." the abbreviation of WINCHESTER, represents the seal on the WINCHESTER BATTERY,—the seal stamped and guaranteed by the experience of the manufacturers.

Distributors:

WAH MEI ELECTRIC CO.,

135, Des Voeux Road, C.

HONG KONG.



TYPEWRITERS

all makes — new and rebuilt.
Exchanged — Repaired — Renewed — Sold and Rented.

THE HONG KONG TYPEWRITER BAZAAR

(Wang Bros. & Co.)

10, Pottinger Street. Tel. C. 3580.

PARCELS OF CLOTHES for

the Hong Kong Benevolent

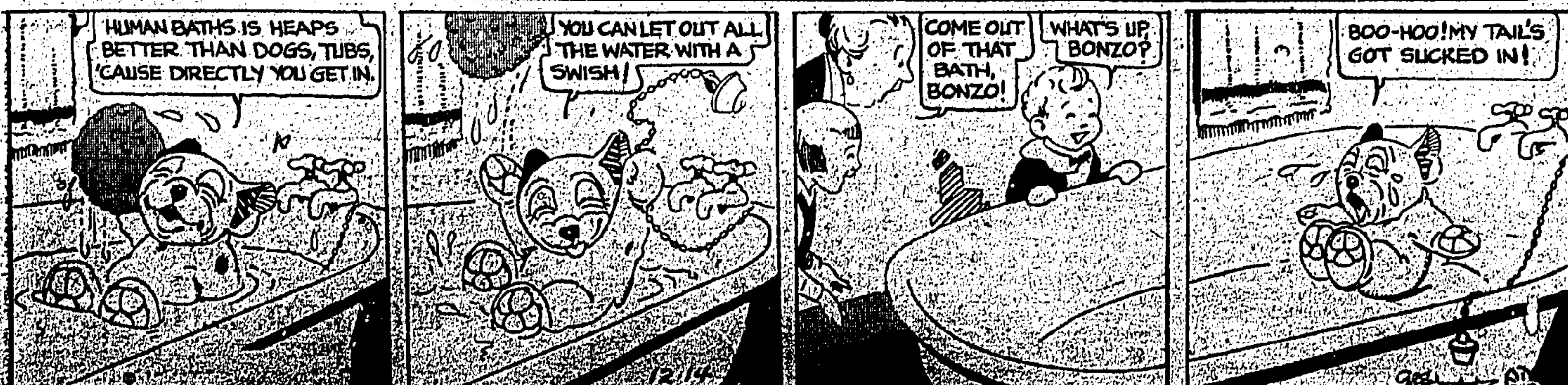
Society can be left any day

with Mr. Grenham at the

Y.M.C.A., City Hall.

BONZO

By George Studdy



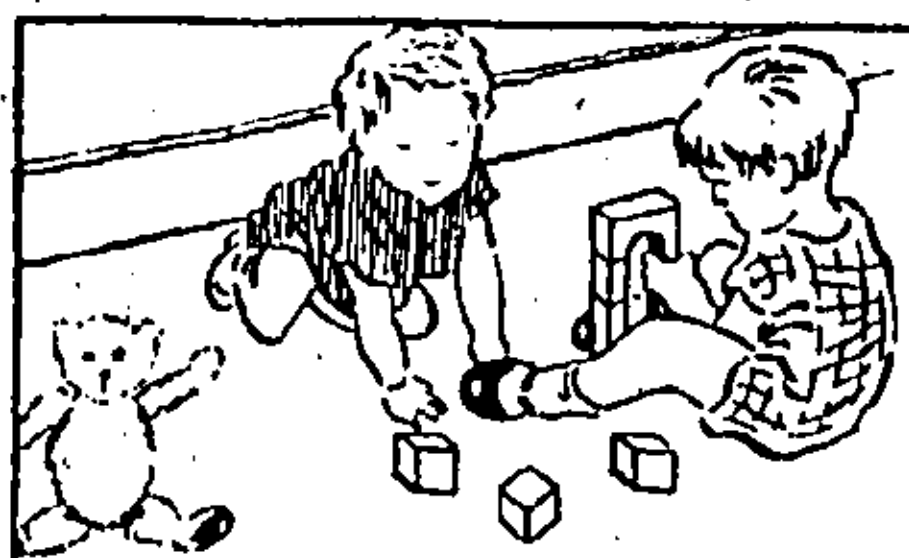
Every General Electric Refrigerator is Hermetically Sealed.

GENERAL ELECTRIC ALL-STEEL REFRIGERATOR

Look underneath—
Look inside—
and listen to it—

No owner has spent a cent on repairs.
Easy payment terms arranged.

ANDERSEN, MEYER & CO., LTD.
DAVID HOUSE
67-69, Des Voeux Road, C.



CHILDREN'S CORNER

TALES FOR CHILDREN

"MUMMY'S STORY"

"Mummy tell us a story, because it's Christmas time and we've read all our old books," said John and Priscilla, and Baby Mollie said, "Story," and went on playing. She didn't really call for stories, you see, for she was too young to understand them.

"What shall I tell you?" said Mummy as she settled herself on the couch.

"Tell us a Christmas story," they answered, cuddling beside her, and this is the story Mummy told them.

"Far away in the land of ice and snow, Father Christmas lives in the wonderful pine tree forest in his lovely house of shining white snow, and with him live all the pine tree fairies who help him all the year to sort out the parcels of toys that come from far over the sea from the Land of Broken Toys.

"Now the pine tree forest isn't just an ordinary forest, for each pine tree is really a Christmas tree, and on each branch there is a little candle burning and each of those candles has a name. There, is John, and of course Priscilla, and Baby Mollie, and Michael has a candle, and so has Nell, and every little boy and girl in the world, for there is a special little fairy who goes round to all the Christenings and sends a message to Father Christmas, and he lights a new candle each time and puts a name card on it.

"And let me tell you that it's from watching how the candles behave that he can tell how you children are behaving, for when you're very good the candles burn very brightly, but when you're naughty the candles are naughty too, and sputter and simply won't burn nicely.

"Pine tree fairies are not a bit like other fairies, they are working fairies, and only have a holiday at Christmas time for, as soon as Christmas is over they have to start all over again, sorting toys, tend-

THE THREE STATUES

An Indian king once received from another king a present of three statues that seemed alike in outward appearance, but, thinking there must be some hidden menace in so strange a gift, he consulted the wise men of his court, most of whom were unable to give any explanation.

One of the sages, however, would not give up the puzzle, and he studied the images very carefully, with the result that he at last discovered small holes in the ears of each. Taking a thin wire, he inserted it into each of them. In one statue the wire came out of the mouth, in another it went right through the head, and in the third image the wire did not come out at all, however far it was pushed in.

The wise man, thereupon declared that he had discovered the meaning of the three images. The last one represented the finest type of man, who retained what went in at his ear; the second image represented the ordinary man, who let out at one ear what went in at the other; and the first image was the worst type of man, who, without hesitation, let out of his mouth all that entered by his ear.

ing the forest of pines, and keeping the candles burning. And they don't dress a bit like other fairies either, but wear little warm velvety dresses, very long with long sleeves all edged with soft white fur.

"On their golden heads they wear little, white, fur caps, and even their shoes are edged with fur, and their wings are very big so that when it is especially cold they can wrap them round their shoulders like a lively shining cloak."

"Oh, Mummy, what a lovely story," cried John and Priscilla, "do you think you could draw us a pine tree fairy?"

"I expect so," said Mummy, and she did.—Straits Times.

SOME RIDDLES

When is an iron bar like a bad coin?—When it is forged.

Why is 10,000 a bad number?—Because it is naughty (naughty).

What does an artist like to draw best of all?—His salary.

When is a bill like an old chair?—When it has been receipted (re-seated).

Why is the letter E the most important in the alphabet?—Because it comes before everybody and everything.

Which tree takes longer to grow than an oak?—The sloe (slow).

Why is a miserly man like a person with short memory?—Because he is always for getting.

What is in visible (invisible) yet never out of sight?—The letter I.

Why is pen-making a dishonest trade?—Because it makes people steel pens and assures them they do write.

What never closes its mouth?—The river.

WHO STOLE THE BIRD'S NEST?

To whiff! To whiff! To whee! Will you listen to me? Who stole four eggs I laid And the nice nest I made?

"Not I," said the cow. "Moo-oo! Such a thing I'd never do; I gave you a wisp of hay, But didn't take your nest away. Not I," said the cow. "Moo-oo! Such a thing I'd never do!"

To whiff! To whiff! To whee! Will you listen to me? Who stole four eggs I laid And the nice nest I made?

"Not I," said the sheep. "Oh, no! I won't treat a poor bird so! I gave wool the nest to line; But the nest was none of mine. Baa! Baa!" said the sheep. "Oh, no, I won't treat a poor bird so!"

"Chir-a-whirr! Chir-a-whirr!" All the birds make a stir. "Let us find out his name." And all cry, "For shame!"

"I won't rob a bird," Said little Mary Green. "I think I never heard Of anything so mean."

"It is very cruel, too," Said little Alice Neal. "I wonder if he knew How sad the bird would feel."

A little boy hung down his head And went and hid behind the bed. For he stole that pretty nest From poor little yellow breast, And he felt so full of shame He didn't like to tell his name.

GAMES & TRICKS

A CATCH

Some boys are so smart they can do everything—in their own minds. And it is a pleasure at times to call their attention to the fact that they may be puzzled even by simple tasks. Next time you are on such a mission try this effective catch. Place one match over another on the table and then challenge the clever boy to take up the top match, and put it under the other without moving the bottom match. Probably after pondering over the problem some time he will feel called upon to give it up. And when he does, quickly take the match—and put it under the table!

THE ORCHESTRA

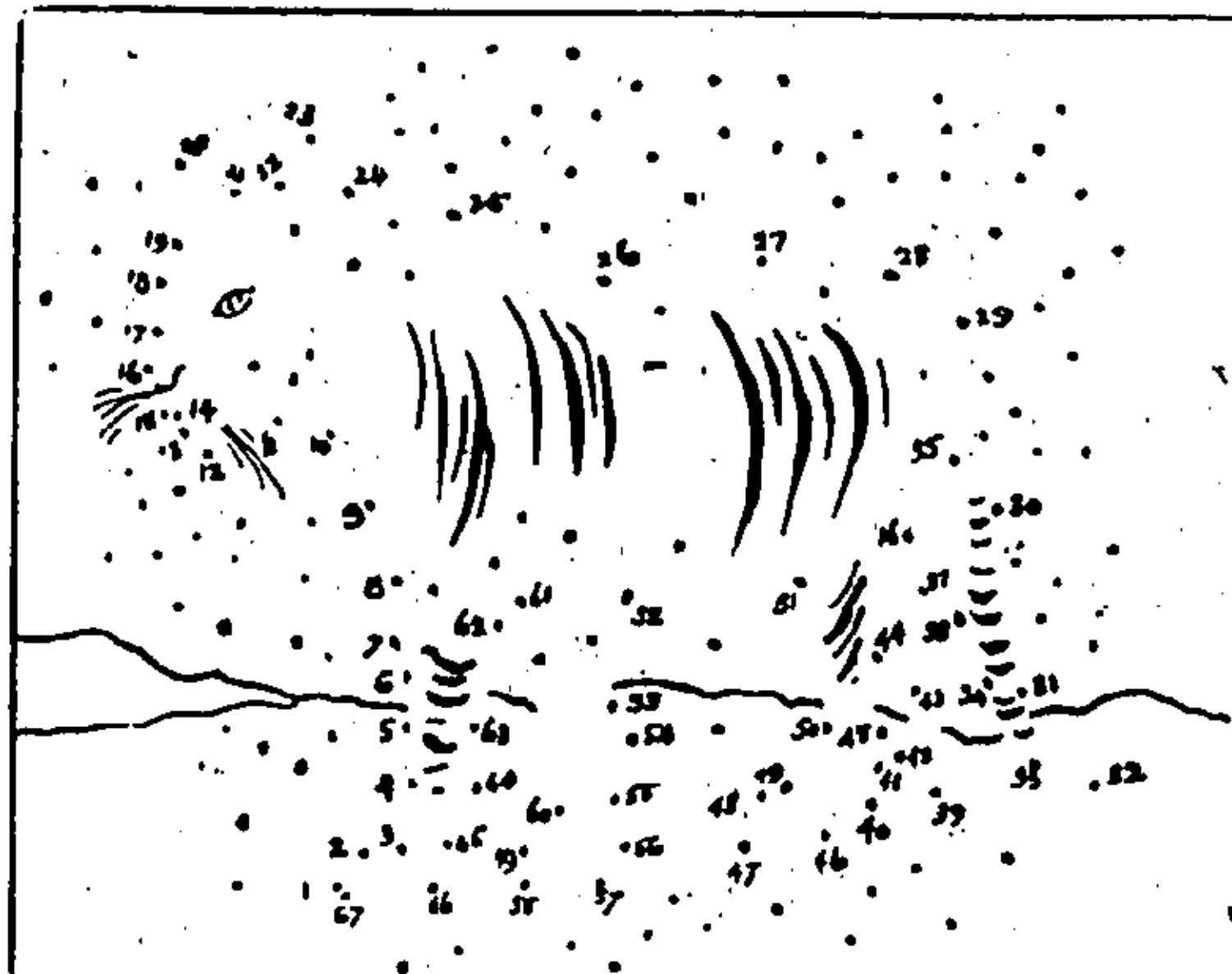
The little ones are always ready for a rollicking game, and the "Orchestra" will be loudly acclaimed. The players form in a large circle, and the leader assigns to each one an imaginary instrument he or she is to play in the band—imitating the performance both with hands and voice. The leader hums a lively air, the players joining in with their instruments.

The players should keep a sharp look-out on the leader, who, at intervals, will assume the work of one of the bandmen, and then the player to whom the instrument belongs takes up the imaginary baton and conducts until the leader gives up that particular instrument. Should any player fail to fill the conductor's place he or she must pay a forfeit. Of course, the more unexpectedly and rapidly the conductor changes the greater the success of the game.

"RUNNING THE GAUNTLET"

"Running the Gauntlet" means to run between punishment or criticism from all sides. The reference is to a form of punishment common among sailors. If a companion had disgraced himself, the crew, provided with gauntlets or ropes' ends, were drawn up in two rows facing each other, and the delinquent had to run between them, while every man dealt him in passing as severe a chastisement as he could. Schoolboys when inflicting this punishment generally make use of their towels, damped and knotted at one corner. A man who is criticised by the public is said to "run the gauntlet."

OUR ZOO PUZZLE



Our artist has just completed a picture of a well-known animal. To find out what it is, draw a straight line from the first numbered dot to the second numbered dot and so on in order, starting at No. 1 and finishing with No. 67.

LEPER BOYS & GIRLS IN SCOUT WORK

GREAT INTEREST AND ENTHUSIASM SHOWN

A WONDERFUL CHANGE

Mr. Irving Hart, Deputy Scout Commissioner of the Boy Scouts of America, writing in the Manila Bulletin, gives an interesting account of the work done with leper boys and girls. He says:—

Perhaps it is not of universal knowledge that there are six troops of Boy Scouts in the Philippine Islands, the members of which are all lepers.

And the leper girls also, not willing to be left in the background, have been organized into Camp Fire Girls, there now being three companies, and in the near future additional units will be established. Both of these organizations are now duly registered and have their respective charters from the National Headquarters in the United States.

Camp Fire Girls

It has been my rare privilege and pleasure to have taken a part in the formation of these leper boys and girls into troops and companies. Something like three years ago at the San Lazaro Hospital the first troop of Boy Scouts was organized. This troop is now officially known as Troop No. 131. Dressed in their new snappy uniforms—which were not furnished by the government—they began to get into action. The girls soon became interested in scouting and a number of them approached me to ask if it was not possible to organize a troop of Girl Scouts. I assured them that it was, but upon investigation I discovered that it was not feasible. I did learn that they could become Camp Fire Girls, and, under the leadership of Miss Fe Almendrala, one of the patients, "Blooming Flowers, Camp Fire Girls" came into existence. Miss Almendrala being elected as the Guardian of the Fire. These two organizations, the Boy Scouts and the Camp Fire Girls, were the first ever to be organized in which all of the members were leprosy lepers.

Later on, in 1927, I was again at the San Lazaro Hospital, and this time I was met by a group of leper boys and girls who were very interested in scouting and camp fire work.



troops, now known officially as Troops No. 61, 113, and 249. Each of these troops have a capacity enrollment and it is very probable that in the near future other units will be started. It is also planned to establish a company—perhaps two companies of Camp Fire Girls—at that place.

In May, 1929, I again requested the transfer of Scoutmaster Paano—who had been so successful in Cullion—to the Eastern Visayas Treatment Station, at Cebu. I also

at the same time requested the transfer of the Guardian of the Fire of the Camp Fire Girls, Miss Almendrala. These transfers were duly approved by the director of health, but before leaving Manila for their new stations they were each honoured and decorated with appropriate gold medals in recognition of the successful and meritorious work which they had accomplished.

[To Be Continued.]



The "Old Scout's" Column.

The fracture of bone, A Talk on just like the cutting First Aid or tearing of the soft tissues, is accom-

panied by severe shock, and in most cases the part for the time being becomes functionless. Such is not always the case, because though the bone may have been fractured the ends may have been driven into one another in such a manner that it takes considerable force to unlock them. Thus it now and then happens that people have been able to walk or use an arm to perform certain functions, and the limb has later been found to be broken. When the bone broke and the fragments were driven into one another there might have been considerable deformity, and consequently it would never do to leave the limb in such an unsatisfactory position; and so the surgeon would be called upon to use sufficient force to disengage the ends before the limb was put up in its correct position.

Absent from this A Compound fracture, known as a comminuted fracture, is one in which the bone is broken into three or more fragments. It is a very serious condition, and the treatment is very difficult. The fragments must be brought back into position and the bone must be stabilized. This is often done by using metal plates or wires to hold the bone in place.

severity. In a compound fracture, in addition to the giving way of the bone, there is a wound communicating with the bone and extending on to the skin surface. Were there no such things as germs all might still be well, but these widely distributed forms of lowly life are often introduced into the wound and down to the bone, with disastrous results. Sometimes when a bone fractures the fragments may be exceedingly sharp, and pierce the muscles and skin like the point of a needle. The bone thus projecting, though it is but momentarily, may become contaminated with filth in which millions of germs are living and multiplying. As the fragment is again withdrawn, beneath the skin surface these germs, which may be intensely poisonous, are carried deep into the wound; here, with all the "conditions" favourable for growth, they multiply prodigiously, and poison their host, even to the extent of slaying him.

It is for this reason that, when a bone is broken, it is important to keep it in position and to prevent the entrance of germs. This is often done by using a splint to hold the bone in place and by covering the wound with a sterile dressing.

always the risk of wounding important structures, such as nerves, arteries, or veins, if manipulations are carried out by unskilled persons. If it is found absolutely essential to bring a bone back into correct line before skilled help can be obtained, it is necessary that the upper part should be immobilised, and the lower pulled steadily away from the upper, using the utmost gentleness and avoiding all jerky movement. In this manner the two portions of a long bone may be brought into correct line without the sharp-pointed ends sticking into the surrounding tissues. It will be found practically impossible to draw out the limb of a powerful man to correspond exactly with its uninjured fellow. The muscle contractions of which one has spoken will tend to draw the fragments and either shorten them or throw them out of alignment.

One of the main factors in preventing repair without deformity is the pull of the muscles attached to the two parts of the fractured bone. All muscles are more or less in a state of slight tension, and when a fracture occurs the muscles surrounding the injured part tend to shorten and become tense, thereby helping to keep the injured part at rest. This phenomenon can well be seen in a case of peritonitis. The inflammation within the abdomen causes it to some extent mitigated by the immobility which the rigidly contracted muscles of the abdominal wall afford. So Nature has her own way of assisting in the process of repair, but her efforts must be guided by the intelligence of the surgeon, who overcomes these erroneous contractions, attaching weights to the limb and by the force of gravity, overcoming and tiring the muscles, and while producing immobility in the fragments, he permits the broken fragments to come to rest in their proper alignment.

LOCAL GIRL GUIDES' ACTIVITIES

INTERESTING NOTES FROM PACK AND COMPANY

WINNING THE TOTEM

(Continued from Last Week.)

(2nd Kowloon Pack) Meetings of the Pack for the term began in the middle of September 1929, and for four weeks meetings were run by the two Tawny Owls, Misses I. Gittins and P. Anderson; as the Brown Owl, Mrs. Doyle was away on Holiday.

In October the Pack lost Tawny Owl, Miss Gittins, who left to join the School Guides as their Lieutenant, carrying with her the best wishes of the Pack. Since then the Pack has had only one Tawny Owl. It was with much regret that in March, 1929, we had to lose the services of our Brown Owl. The splendid work she has done has carried the Pack to the great success of winning the Totem. Mrs. Doyle had wonderful patience and interest in the Pack, and the Pack misses her very much. Miss D. Christian was enrolled as Brown Owl and the work was carried on as before without a hitch.

The attendance at all meetings was excellent and all members were energetic and keen. The work carried through during the term consisted chiefly of 2nd Class tests and preparations for the Brownie Competition in December.

On November 28, the Pack—twenty-eight in number—turned out in full force at Government House for the Annual Competition. The work they had done during the year was fully proven when they carried off the Totem—the most treasured possession of any Pack. This success had a wonderful effect on the Brownies and after that week they worked even harder and it is hoped that they will again retain the possession of the Totem. There was never a dull moment during all meetings, and every member worked and played with the highest of spirits.

The traditional Brownie Picnic was held on June 25, which also happened to be the birthday of the Brown Owl. We went to Stonecutter's Island, as arranged by Brown Owl, and there we had a most delightful day. The picnic was provided by our generous Brown Owl, and the birthday cake was supplied by the pack. We had a most successful day and the birthday cake was a great success.

ORDER YOUR 1930 DOLLAR DIRECTORY NOW

OUR \$ MARK

Orders have far exceeded expectations so make sure of your COPY by ordering NOW.

THE NEW \$ DIRECTORY WILL BE READY THIS MONTH

Always richly stocked with DRAWN WORKS, SILKS, and FANCY GOODS

FOOK WENG & CO.

ONE PRICE STORE

111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 1591, 1593, 1595, 1597, 1599, 1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, 1619, 1621, 1623, 1625, 1627, 1629, 1631, 1633, 1635, 1637, 1639, 1641, 1643, 1645, 1647, 1649, 1651, 1653, 1655, 1657, 1659, 1661, 1663, 1665, 1667, 1669, 1671, 1673, 1675, 1677, 1679, 1681, 1683, 1685, 1687, 1689, 1691, 1693, 1695, 1697, 1699, 1701, 1703, 1705, 1707, 1709, 1711, 1713, 1715, 1717, 1719, 1721, 1723, 1725, 1727, 1729, 1731, 1733, 1735, 1737, 1739, 1741, 1743, 1745, 1747, 1749, 1751, 1753, 1755, 1757, 1759, 1761, 1763, 1765, 1767, 1769, 1771, 1773, 1775, 1777, 1779, 1781, 1783, 1785, 1787, 1789, 1791, 1793, 1795, 1797, 1799, 1801, 1803, 1805, 1807, 1809, 1811, 1813, 1815, 1817, 1819, 1821, 1823, 1825, 1827, 1829, 1831, 1833, 1835, 1837, 1839, 1841, 1843, 1845, 1847, 1849, 1851, 1853, 1855, 1857, 1859, 1861, 1863, 1865, 1867, 1869, 1871, 1873, 1875, 1877, 1879, 1881, 1883, 1885, 1887, 1889, 1891, 1893, 1895, 1897, 1899, 1901, 1903, 1905, 1907, 1909, 1911, 1913, 1915, 1917, 1919, 1921, 1923, 1925, 1927, 1929, 1931, 1933, 1935, 1937, 1939, 1941, 1943, 1945, 1947, 1949, 1951, 1953, 1955, 1957, 1959, 1961, 1963, 1965,

SZERELMEY

STONE LIQUID

The Reliable
Remedy for
Damp Walls
and Stone
Decay - - -

THE EXTERIOR OF THE
PENINSULA HOTEL
was Entirely Coated with this liquid

IT PREVENTS PENETRATION BY DRIVING RAIN

Stocks Carried.

REISS, MASSEY & CO., LTD.

Sole Agents for

Hong Kong & South China.

KAIPING HOUSEHOLD COAL

In Lots of not
less than
1/2-ton—

Delivered to
Peak District
(above Bowen
Road), \$23.00
per ton.

Delivered to
Bowen Road
and Lower
Levels, \$21.00
per ton.

Delivered to
Pokfulam
Road, \$23.00
per ton.

Delivered to
Kowloon, \$19.00
per ton.



Orders should
be sent in writ-
ing at least 24
hours before the
Coal is re-
quired.

All orders
must be accom-
panied by Cash,
Cheque, or
Comprode
Order payable
to "The Kailan
Mining Ad-
ministration."

THE KAILAN MINING ADMINISTRATION.

Head Office:—TIENSTIN.

DODWELL & CO., LTD., Agents, Hong Kong.

RADIO SUPPLIES

Electric Gramophones
& Motors

Tone Arms and Sound Boxes.
Super Elto Outboard Motors.

RUDOLF WOLFF & KEW, LIMITED,

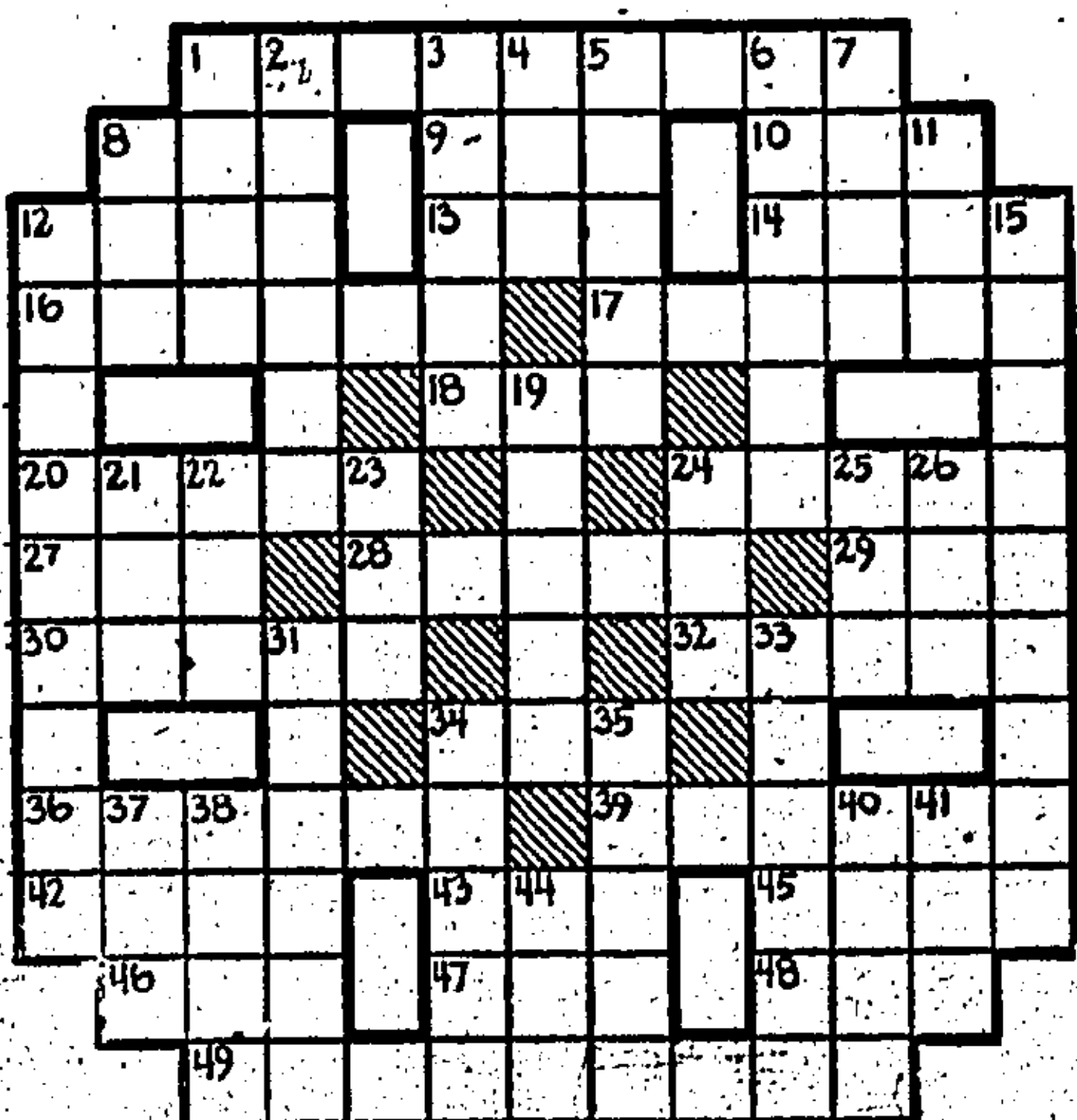
1st floor.

54, Queen's Road Central.

Tel. C. 2172.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but
our readers are warned to look out for occasional phonetic
spellings, such as harbor, plover, and altho.)



- HORIZONTAL**
- 1-A general who com-
mands a brigade
 - 2-Ocean
 - 3-An Etruscan house-
hold god
 - 4-Roe (fish)
 - 5-Transit
 - 6-Masculine name
 - 7-Feminine name
 - 8-Parting to the
middle
 - 9-Squandered
 - 10-To take leave
 - 11-Like or learn at
 - 12-Change
 - 13-Understand
 - 14-Change
 - 15-Change
 - 16-Change
 - 17-Change
 - 18-Change
 - 19-Change
 - 20-Change
 - 21-Change
 - 22-Change
 - 23-Change
 - 24-Change
 - 25-Change
 - 26-Change
 - 27-Change
 - 28-Change
 - 29-Change
 - 30-Change
 - 31-Change
 - 32-Change
 - 33-Change
 - 34-Change
 - 35-Change
 - 36-Change
 - 37-Change
 - 38-Change
 - 39-Change
 - 40-Change
 - 41-Change
 - 42-Change
 - 43-Change
 - 44-Change
 - 45-Change
 - 46-Change
 - 47-Change
 - 48-Change
 - 49-Change
- HORIZONTAL (Cont.)**
- 38-A rope for fath-
ering animals
 - 39-A child of the
heath family
 - 40-Acute
 - 41-Before
 - 42-Corpus
 - 43-A worn piece of
fabric
 - 44-Railroad bird of New
Zealand
 - 45-Food made from
barley
 - 46-Hardness
- VERTICAL**
- 1-Comprehend
 - 2-Point of compass
 - 3-Mild gossip
 - 4-Leading artists
 - 5-A dance
 - 6-Over (verb)
 - 7-Grassy meadow
 - 8-To rest
 - 9-Skill
 - 10-To be in debt
 - 11-Food made from
barley
 - 12-A wine
 - 13-A crowd
 - 14-A crowd who are
not
 - 15-A crowd who are
not
 - 16-A crowd who are
not
 - 17-A crowd who are
not
 - 18-A crowd who are
not
 - 19-A crowd who are
not
 - 20-A crowd who are
not
 - 21-A crowd who are
not
 - 22-A crowd who are
not
 - 23-A crowd who are
not
 - 24-A crowd who are
not
 - 25-A crowd who are
not
 - 26-A crowd who are
not
 - 27-A crowd who are
not
 - 28-A crowd who are
not
 - 29-A crowd who are
not
 - 30-A crowd who are
not
 - 31-A crowd who are
not
 - 32-A crowd who are
not
 - 33-A crowd who are
not
 - 34-A crowd who are
not
 - 35-A crowd who are
not
 - 36-A crowd who are
not
 - 37-A crowd who are
not
 - 38-A crowd who are
not
 - 39-A crowd who are
not
 - 40-A crowd who are
not
 - 41-A crowd who are
not
 - 42-A crowd who are
not
 - 43-A crowd who are
not
 - 44-A crowd who are
not
 - 45-A crowd who are
not
 - 46-A crowd who are
not
 - 47-A crowd who are
not
 - 48-A crowd who are
not
 - 49-A crowd who are
not
- VERTICAL (Cont.)**
- 40-A crowd who are
not
 - 41-A crowd who are
not
 - 42-A crowd who are
not
 - 43-A crowd who are
not
 - 44-A crowd who are
not
 - 45-A crowd who are
not
 - 46-A crowd who are
not
 - 47-A crowd who are
not
 - 48-A crowd who are
not
 - 49-A crowd who are
not

THE WORLD OF BOOKS

"MAIL" REVIEWS

Pagodas And Palaces

["Porcelain Pagodas and Palaces
of Jade," by A. E. Grantham;
Methuen & Co., 15/- net.]

This book has several things to
commend it. It is a handsome
volume, beautifully bound, well
printed and excellently illustrated.
Most important of all it is ex-
ceedingly well written and ought
to prove as fascinating to the or-
dinary reader as to the connois-
seur in ivory, porcelain or jade.

It gives in compact form and
straightforward description such
information as one usually has to
gather piecemeal from encyclo-
paedias and other books of refer-
ence. In these two hundred
pages a vast field is covered—
from the dim prehistoric times of
those almost mythical emperors
down to modern times—and we
have lessons on and news about
pottery, glaze, porcelain, wood,
bronze, ivory, jade, lacquer, glass,
enamel, and silk, surely compre-
hensive enough for most.

The historical and psychological
background governing the develop-
ment of these crafts in China is
skillfully and sympathetically de-
scribed. Two things are evident,
that the author is a Sinologue of
no mean order and that this book
was to him a labour of love.

Not the least arresting feature
of this volume are the pungent
remarks about the first Europeans
who, with their galleons, firearms,
greed, and barbarism, swooped
down like a swarm of vultures on
the astonished easy going East.

These remarks ought to bring a
blush to the faces of all fools
who talk about civilising the East.
The final chapter, "The Work-
ers behind the Work and Forces
Beyond" is a valuable piece of
writing which should be read and
re-read by all who are interested
in China and the Chinese.

THRILLING STORY OF EGYPT

["The Spine," by Hugh Imber;
Hodder and Stoughton, 7/6
net.]

"The Spine" is a thriller from
the first page to the last and a
book that will especially appeal
to men as it is without even one
line of love making or sentiment-
ality. The story is based on a
campaign by the Egyptians to de-
stroy Britain's power in Egypt.
They conduct a series of mean-
ingless murders in Cairo while their
real object is to destroy the Suez
Canal, and thus break the spine
of the British Empire. All at-
tempts to discover the plotters
fail until certain clues come into
the hands of a young British offi-
cer, the principal character in the
story. He follows them up and
down the Suez Canal from Port
Said to Suez and finally into
Palestine where he solves the
riddle. A story that is well worth
reading and will hold you spell-
bound to the last page.

STOPPING WAR

["The Man Who Could Stop War,"
by William Penmare; Hodder
and Stoughton, 7/6]

Howard Bruton, a brilliant
chemist, invents a new and ex-
tremely powerful explosive which
he offers to the British Govern-
ment through the medium of his
uncle, Sir John Bruton, His
Majesty's Secretary of State for
War. The offer is refused on the
ground that present day ten-
dencies lead towards disarmament,
and not the production of
new horrors. Sir John suggests
that Howard turns his activities
towards the commercial side and
spends a long holiday abroad.

Sir John's private secretary sug-
gests Provence and we next meet
Howard Bruton driving Matilda,
his old motor car, into that de-
lightful part of France. His an-
tique vehicle attracts the atten-
tion of Henry T. Wren, an Ameri-
can motor car king and his young
daughter Jenny. Wren is a pacifist
and with the advice of his secre-
tary, Orloff decides that Bruton's
invention must be acquired by
America in order to stop war.

Orloff's motives are not so ideal-
istic and he wishes to obtain the
formula in order that his country
(Russia) may reap the benefits.

Then Bruton's adventures be-
gin and he has a terrible time,
before as one expects matters are
cleared up satisfactorily.

Mr. Penmare has written a
thriller which sustains the re-
putation he made with "The
Black Swan" and "The Scorpion,"
and we hope for more.

MANY THRILLS

["The Muster of the Vultures,"
by Gerard Fairlie; Hodder
and Stoughton, 7/6.]

Mr. Gerard Fairlie has made a
great name for himself in the
world of thrillers, but it is doubt-
ful if he has ever packed so many
thrills into one book as he has
done in this his latest. Perhaps
he has made a mistake in mak-
ing his fare too rich, because it
means that in the readers' attempt
to get to the end much of the
plot is missed, but as the book is
well worth a second reading that
doesn't matter very much.

The Vultures are criminals, the
master minds of the underworld
led by one man, and dedicated
to the upsetting of law and order.
Sir William Beandye, Chief of
Scotland Yard with the great in-
fluence of his police system is
baffled, and it is left for Robin
Murdoch, and his French friend
Deschamps, to solve the mysteries.
How they do it is admirably told,
and once the reader begins the
story it is doubtful if it will be
put down until Robin asks Louella
to marry him.

NOVEL FOR WOMEN

["Females," by Jean Dewray;
Hodder and Stoughton, 7/6.]

Described as a novel for Women
about Women the title is perhaps
the most striking part because it
means the whole book. Some may
object to the use of the word but
as the majority of the characters
are nothing but Females, it was
a brilliant idea to call the book
by that name.

Lynnie Marton is one of a
large number of daughters whose
lives are wasted by the influence
of a Victorian father. The old
saying "When father says turn
we all turn" describes the Marton
family and the fight against this
unnatural position is written in a
masterly manner. The family
practically breaks up as a result
of the domestic tyranny and the
life of several of the sisters is
described. The eldest sister
Lettie appears as a dragon pre-
venting Lynnie from making her
own way in the world but an ac-
cident causes the final break and
Lynnie's happiness becomes assur-
ed.

The book might be called the
history of an unfortunate family,
and as such becomes monotonous
in parts, but when one considers
the freedom of the modern miss it
provides a powerful example of the
fight females have had for emanci-
pation.

INTERPORT MATCHES

(Continued from page 13.)

Referee.—W. G. White.
Linesmen.—F. S. Bridges and
H. F. Marshall.

RUGBY MATCH

Shanghai Scores the Solitary
Goal

The interport Rugby match be-
tween Hong Kong and Shanghai,
played at the Canidrome on Friday,
was a disappointing affair. The
standard of play was very poor and
the only score came in the last few
seconds of the game, when Meathrel
managed to get his hand to the ball
in a scramble on the Hong Kong
line. The try was converted by a
magnificent kick taken by Hubbard
from near the touch line and im-
mediately the whistle went for no
side, the final score accordingly be-
ing:—Shanghai, 5 points (one
goal); Hong Kong nil.

In conversation with players
after the match, one gathered that
the partially rubbed out Soccer lines
were a source of great annoyance
to players and referee alike and
it is extremely unfortunate that the
ground could not have been lined
out properly. For instance, there
were two lines near one goal post,
about two feet apart and this caused
much confusion. Indeed, it was said
by an impartial observer that at
least three Hong Kong players
could have touched down at the
time when Shanghai scored, but
were apparently of the opinion that
the ball was not over the line. It

actually was over the line but not
over the partially rubbed out
Soccer line.

The teams lined up as follows:—
Hong Kong.—R. J. Grieve; L.
Goldman, M. D. Scott, G.H.W.
Churchill, G. P. Lammer; J. L.
Bonnar, J. A. Ross; R. I. Cherrill,
A. D. Sutcliffe, W. F. Peers, E. R.
West, F. R. Burch, B. P. Massey
(captain), Lt. W. B. Maxwell, and
E. B. Gammell.

Shanghai.—J. C. Taylor; C. S.
McGill, A. Crawford, J.A.L. Peach,
I. E. McGilchrist, E. C. Hubbard,
W. D. Neil; B. Browning, A. J.
Kane (captain), R.D.K. Silby,
J.G.B. Dewar, D. McL. Wheeler,
G. S. Chambers, L. F. Payne, and
W. R. Meathrel.

Referee.—Mr. E. S. Barraclough.

The Game

Hong Kong kicked off facing the
number board end and Hubbard
found touch. From the line-out, the
forwards bunched and Shanghai
heeled. Neil got the ball back in
good style to Hubbard, who found
touch. Mid-field play continued,
with nothing of note. The passing
on both sides was extremely poor,
being of the lobbing type. In most
instances while there was much
fumbling and dropping the ball.
The Hong Kong three-quarters at
last got away, but Lammer was
tackled by Taylor. Shanghai, as a
team, were not tackling low and
there was some breaking through
by the Hong Kong backs on this
account, but they were not really
dangerous at any time. Hubbard
was playing a good game for Shang-
hai and repeatedly put his three-
quarters in motion, but nothing
came of the movements. There was
much scrappy play, with an abun-
dance of knocking on and meales.

Shanghai pressed and play was
taken to near the Hong Kong line
and a series of scrums ended in the
Hong Kong full-back clearing with
a magnificent kick to touch. The Shang-
hai forwards were working very
hard and putting up a good handling
and scrapping game which would
have been fatal to the Hong Kong
backs had it not been for the
interference of the referee.

Full time.—Shanghai, 5 points
(one goal); Hong Kong nil.
N.C. Daily News.

way line where it continued until
half-time.

Half-time.—Hong Kong, nil;
Shanghai, nil.

The Second Half

This was a repetition of the first
half, with much scrumming and
meales. Shanghai, however, attack-
ed in more determined style and
Wheeler led a good forward rush
which was stopped by fearless fall-
ing on the ball by Grieve, the Hong
Kong full-back. There were several
penalties given against both sides
for feet up in the scrum, but all
efforts to convert them failed, al-
though Goldman missed by inches
on one occasion when taking a kick
near the Shanghai 25 and far out.

Hubbard was the best man on the
field and his kicking was excellent,
but his passes to his three were
not turned to advantage. He was
ably partnered by Neil, who also
played of a good game, putting in
heaps of hard work and also being
to the fore in all movements. Mc-
Gill had little chance to do any-
thing and also suffered an injury
to his left arm early in the game
and obviously was in great pain.

Towards the end of the game, Hong
Kong pressed and for ten minutes
or so penned Shanghai into their
own 25. Then Shanghai broke away
and a forward rush which com-
menced near the half-way line en-
ded in the Hong Kong full-back
finding touch.

The score came in the last minute.
Several scrums near the Hong
Kong line ended in meales and in
the last of these Meathrel managed
to get his hand to the ball as it
rolled over the line near the corner
flag. Hubbard converted with a
splendid kick. It was a very poor
game to watch, with much scrappy
play. There was not one really
polished movement in the whole of
the game.

Full time.—Shanghai, 5 points
(one goal); Hong Kong nil.
N.C. Daily News.

THE HONG KONG

PENINSULA HOTEL:
HONG KONG HOTEL: REPULSE BAY HOTEL:
PEAK HOTEL

AND SHANGHAI

ASTOR HOUSE: PALACE HOTEL:
MAJESTIC HOTEL

HOTELS,
LIMITED

In association with the Grand Hotel des Wagons Lits, Peking.

ST. FRANCIS HOTEL

"Alphonse" J. Hand, Manager.

COSY LOUNGES — FULLY LICENSED

TIFFIN \$1.25
DINNER \$2.00 or a la carte

Under the personal supervision

of
"ALPHONSE"

Special Menus for Private Parties.

ADELPHI HOTEL SINGAPORE

REMODELLED AND REDECORATED.

Large Cool Airy Room with Electric Light and
Ceiling Fans.

Each Room with its own Private Bathroom, fitted with
Modern Sanitation.

The Only Hotel in Singapore so fitted.

UNSURPASSED CUISINE. — EXCELLENT WINES.

TEA DANCES, DINNER DANCES, GRILL ROOM

ORCHESTRAL CONCERTS, ROOF GARDEN

CINEMA, LADIES' LOUNGE, PALM

COURT.

All Departments under expert European

Supervision.

Telegrams and Cables:—ADELPHI.

THE ADELPHI HOTEL, LTD.,

Entirely under new Management.

BOLS CELEBRATED SILVER TOP DRY GIN



THIS IS THE IDEAL GIN
FOR ANY BEVERAGE
REQUIRING GIN AS A BASIS

Obtainable Everywhere.

Sole Distributors:

H. RUTTONJEE & SON.

BUSINESS DIRECTORY

- AT THE NEW SILK STORE.**
TAMMAM SILK STORE.
LADIES'—Shawls, Hour
Coats, Kimonos, Underwear
(8 pc. set) at \$15.00.
GENTLEMEN'S—Silk Shirts
\$3.00 & Silk Pyjamas \$4.00.
5, Flower Street.
(opp. "China Mail")
- FOR BETTER PRINTING.**
THE "NEWSPAPER ENTER-
PRISE LTD.,
General and Commercial
Printers, "China Mail"
Offices.
3A, Wyndham Street, Tel. C.22.
- HAIR DRESSERS & BOOKSELLERS**
LEE YEE,
Ladies' and Gentlemen's Hair
Dressers & Booksellers.
No. 12, D'Aguiar Street
(opposite Queen's Theatre).
- OPTICIAN.**
THE HONG KONG OPTICAL
CO.
Phone 2232.
53, Queen's Road Central.
- BOOKBINDING.**
THE "NEWSPAPER ENTER-
PRISE LTD.,
for Superior Binding
"China Mail" Offices,
3A, Wyndham Street, Tel. C.22.
- DENTIST.**
HARRY FONG, Dentist.
1st floor, No. 74, Queen's Road
Central. Tel. C. No. 1255.
- ELECTRICAL SUPPLIES.**
THE GLOBE FOOK CHEONG
ELECTRICAL SUPPLY CO., LTD.
72, Queen's Road, Central.
Tel. C.2370.
- ENGINEERS & SHIPBUILDERS.**
W. S. BAILEY & CO., LTD.
Kowloon Bay
New Work & Repairs.
Call 717.

HONG KONG \$ DIRECTORY
for
1930
WILL BE READY EARLY
IN FEBRUARY
**ORDER YOUR COPY
NOW**
THE HONG KONG DOLLAR DIRECTORY CO.
3A, Wyndham Street, Hong Kong.

The China Mail

Saturday, February 8, 1930.
First Moon, 10th Day.

**ESTABLISHED
1845**

大英二月八號 禮拜六日
中華民國庚午年元月初十日

HONG KONG, SATURDAY, FEBRUARY 8, 1930.

"OVERLAND CHINA MAIL"
SEND IT HOME!
THE WEEK'S NEWS
ILLUSTRATED.
25 cts. 25 cts.

THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.

"HECTOR" 10th Feb. Harve, London, Edam & Glasgow
"PHILOCTETES" 4th Mar. M'les, London, Edam & Hamburg
Sails at daylight.

LIVERPOOL SERVICE.

"BELLEROPHON" 10th Feb. Harve, Liverpool & Glasgow
"MENTOR" 24th Feb. Genua, Harve, Liverpool & Glasgow

NEW YORK SERVICE.

(with Transhipment at Singapore.)
(51 Days to New York).
Leaves Hong Kong 19th Feb. Leaves Singapore 3rd Mar. Arrives New York 10th Apr.

PACIFIC SERVICE.

via KOBE & YOKOHAMA.
"TYNDAROS" 15th Feb. Victoria, Vancouver & Seattle
"PROTEUS" 15th Feb. Victoria, Vancouver & Seattle

INWARD SERVICE.

"AENEAS" 14th Feb. For S'hai & Dairen
"MENECEUS" 14th Feb. For S'hai, Moji, Kobe & Y'hama.

PASSENGER SERVICE TO SHANGHAI.

"AENEAS" sails 10th Feb. 5 p.m.
Also, cargo steamers with limited passenger accommodation
at specially reduced fares.
For freight, passage rates and information apply to:-
Butterfield & Swire,
Agents

POST OFFICE NOTICE.

RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Doenz, Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS

From	Per
Manila	SATURDAY, FEBRUARY 8.
U.S.A. (San Francisco, Jan. 10), Honolulu, Japan and Shanghai	President Harrison
Shanghai and Swatow	SUNDAY, FEBRUARY 9.
Shanghai	Sunning
Suez and Straits	Coblentz
Manila	Aeneas
Amoy	President Grant
Europe via Negapatam (Papers only, London, January 9)	Shirala
U.S.A. (San Francisco, Jan. 17), Honolulu, Japan and Shanghai	Kutsang
TUESDAY, FEBRUARY 11.	President Lincoln
Straits	Allpore
Australia and Manila	Changte
Japan and Shanghai	General Metzinger
FRIDAY, FEBRUARY 14.	
Europe via Suez (Letters & Papers, London, Jan. 16 and Parcels, Jan. 9)	Kalyan
U.S.A. (Seattle, January 25), Japan and Shanghai	President Cleveland

OUTWARD MAILS

For	Per
Straits and Calcutta	SATURDAY, FEBRUARY 8.
Manila	Taina
Shanghai, Dairen and Europe via Siberia	Parcels Feb. 8, Noon. Letters 1 p.m. President Harrison 5 p.m.
Swatow, Amoy and Formosa	SUNDAY, FEBRUARY 9.
Bangkok via Swatow	Husan Maru 9 a.m. Kwangchow 9 a.m.
FRIDAY, FEBRUARY 10.	
Straits	Bellerophon 2.30 p.m.
Swatow	Hydrangea 2.30 p.m.
Japan, Honolulu, U.S.A., Canada, C. & S. America and Europe via San Francisco	President Grant (Due San Francisco, March 5.) Parcels Feb. 10, 3 p.m. Registration 4.15 p.m. Letters 5 p.m.
Shanghai and Europe via Siberia	President Grant Registration Feb. 10, 5 p.m. Letters 6 p.m. Nan Chang 5 p.m. Antony 5 p.m.

KONGMOON MAYOR DEPARTS

RECEPTION BY CHAMBER OF COMMERCE

STEAMER AGROUND

(From Our Own Correspondent.)
Pakkai, Kongmoon, Yesterday.
Mr. Im Pok-kow, the Mayor of Kongmoon city, has departed and his place has been taken by Mr. Leung Cho-ko. A great reception was given to Mr. Im by the Chamber of Commerce and more than 200 representatives of various organisations gave him a tumultuous send-off from a fleet of launches from which firecrackers were discharged incessantly.

Mr. Li Hoi-wan has succeeded Mr. Chung Hi-chek as Magistrate of the Toyshan district. Mr. Wong Wai-yuk, Magistrate of Sanwui, has not been permitted to resign.

The a.s. San Nam Hoi, from Hong Kong, has been aground in this part of the West River delta. After China New Year, the Hong Kong steamboats Paul Beau and Charles Hardouin ceased coming here, so that the number of boats between the two ports has been reduced to two each day. Accordingly, passage money has been raised to its maximum.

Chinese New Year

In spite of Government prohibition, Chinese New Year was celebrated here in time-honoured fashion. There was one exception, namely, the Sunning Railway worked as usual instead of enjoying a holiday.

Cargo junks, especially those in the valuable fruit trade, have been held up of late, but passenger town boats have been maintained as usual, excepting of course, for the New Year holidays.

Telephone communication between Pakkai and Kongmoon has now been established.

The bund at Kongmoon and the maloo (road) to Pakkai, including the bridges, have been completed with the exception of the surface paving.

Objection has been taken to the Native Customs building, which is now considered an obstruction following constructional changes all round—as it is in the way of the road. People of the Sze Yap have petitioned to Nanking for its removal and word has been received that negotiations are being made with the Inspector-General of Customs.

NAVAL CONFERENCE

(Continued from Page 1.)

proposition in view of their size and cost and of the development of efficiency of air and submarine attack.

Aircraft Carriers

The Government would further limit the tonnage and the gun calibre of aircraft carriers, and suggests that ships of 10,000 tons and under should be included in the total tonnage of this category if used as aircraft carriers.

It proposes the reduction of the total aircraft tonnage for the British and United States Navies from 135,000 tons and an adjustment of the Treaty to, say, 100,000 tons and, an adjustment of that assigned to other nations in the Washington Treaty ratios.

It further proposes that the maximum size of aircraft carriers should be reduced to 25,000 tons, and that their age be 26 years instead of 20.

Empire and Cruisers

Regarding cruisers, the memorandum recalls that it was assumed during the recent British-American conversations that they should be grouped in one category which, in turn, should be subdivided into cruisers carrying 8-inch guns and cruisers carrying 6-inch guns and under.

It was also assumed during the negotiations that the requirements of the British Commonwealth would be 339,000 tons, divided into 50 cruisers. A final arrangement will be governed by the decision of the conference regarding the limitation in size of units.

The British Government proposes that the existing tonnage limit of 8-inch cruisers should remain at 10,000 tons, and that there should be a tonnage limit for smaller vessels at about 6,000 or 7,000 tons.

It suggests that only a fixed proportion in the latter class should be built up to that limit, and that the life of cruisers should be 20 years.

Limit for Destroyers

In regard to destroyers, the Government proposes that the limit assigned should be for leaders 1,350 tons, and for destroyers 1,500 tons, with 3-inch guns maximum for both classes.

The present British building programme of destroyers is for 200,000 tons ultimately, but this can be reduced if the submarine programmes of other Powers are reduced, for it is obvious that the size and total tonnage of destroyers must largely depend upon the size and total tonnage of submarines.

Submarines To Go?

The Government proposes the abolition of submarine. Its experts feel that the argument that the submarine is an arm solely of defence was destroyed by the experience of the late War, and that in war conditions it is an arm of attack. If abolition cannot

NANKING - SHANGHAI RAILWAY

MINISTRY AND £2,000,000 LOAN FROM LONDON

NO FOREIGN POSTS

Nanking, Yesterday.
The Ministry of Railways has disclosed the following changes on the Nanking-Shanghai Railway:—

After the dismissal of the foreign superintendent, a chairman will be appointed by the Ministry to attend to the Railway affairs. Excepting the foreign engineer and accountant who are recommended by the Sino-British Corporation and appointed by the Ministry, other posts (held by foreigners) are to be abolished. During the leave of absence of the engineer, a Chinese member of the staff will act in his stead.

£3,500 Renumeration

The Ministry will pay to the Sino-British Corporation a sum of £3,500 annually as remuneration for handling the Railway bonds, but no commission will be further paid for purchasing materials.

It is learned that the Ministry of Railways is negotiating a loan of £20,000,000 with the financiers in London for the completion of the Tung-cheng, Ching-Yang and Chu-Shao Railways, subject to the conditions of 5 per cent. commission on all materials purchased by the financiers.—Canton News Agency.

be agreed upon the British Government will put forward proposals limiting submarines rigidly to defence requirements.

In any case, it will press for the limitation of the submarine to lowest possible limit, and it proposes to urge the revival of the agreement signed at Washington in 1922, but not ratified by all signatory Powers, which would regulate in the interests of humanity the use of submarines against merchant ships.

In regard to auxiliary vessels not strictly entered into the fleet strengths the Government proposes that they should be specified, and that each Government should publish yearly lists of vessels of this class in commission as laid down.

Week-End Study

The British memorandum and the American proposals will be studied by the delegation during the week-end.

Mr. Ramsay MacDonald, who had a conversation with Mr. H. L. Stimson (U.S.A.) this morning is going to Chequers, where to-morrow he will entertain the members of the Italian delegation at luncheon.

The Naval experts attending the conference will visit Chequers during the afternoon.

No official meetings have been arranged before Monday, when the First Committee resumes consideration of alternative methods of ascertaining naval tonnage.—British Wireless Service.

The BRIDGE of SAN-LUIS REY

LILY
DAMITA

ERNEST TORENCE

DON ALVARADO

RAQUEL
TORRES



ALL-TALKING COMEDY

CHARLEY CHASE

IN

"The Snappy Sneezer"

METROPHONE NEWS

Clog dancing in Holland
Giants of Toyland
6 day cycle race.

AT THE **QUEEN'S** FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

"THE TERROR"



AT THE **STAR** FINAL SHOWINGS TO-DAY
AT 2.30, 5.30 & 9.20.

CASANOVA, THE PRINCE OF ADVENTURERS

THRILLS — ROMANCE — DRAMA
ACTION — SUSPENSE!

AT THE **WORLD** FINAL SHOWINGS TO-DAY
at 5.15 and 9.20.
At 2.30 & 7.15, Chinese Picture, "Adopted SON'S VICTORY."

CHY LOONG.

NEW SEASON PRESERVED GINGER.

Best quality—Prompt attention to Exporters.

Office:—221, Queen's Road Central, 2nd floor. Tel. Central 2530.
Factory:—500-504, Canton Road, Yau-mat, Tel. Kowloon 869.

A MAN'S PICTURE THAT WOMEN WILL LOVE!



TO-DAY ONLY

Daily at 2.30, 5.30, 7.20, & 9.20 p.m.

The Girl They Left Behind Them!

Two boys loved her—faced bullets and fever for her—and one, a coward—turned hero—and died for her! Don't miss this picture. So humorous—so spontaneous—so human! You'll want to see it again and again.

A Paramount
Special Picture

THE ROUGH RIDERS

NOAH BEERY MARY ASTOR GEORGE BANICOFF
CHARLES FAIRBANK FRANK POWELL CHARLES INMETT



JUST A DISMAL SURPRISE!
Isn't it a horrible thing—just as you're about to win the pot with a flush, in poy the wife, prematurely from that visit—that's what a sudden cold is like—just a dismal surprise.



STOP YOUR COLD NOW WITH
GUALACOSE

Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN WILSON, business manager, at 30, Wyndham Street, Hong Kong.